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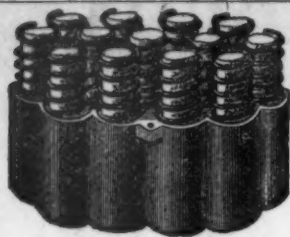
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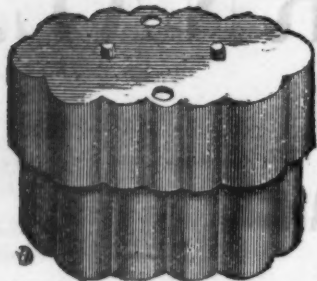
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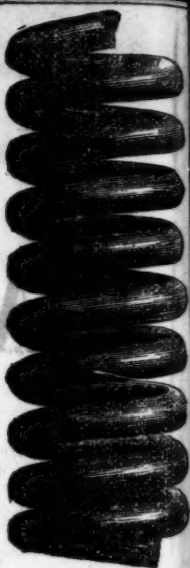
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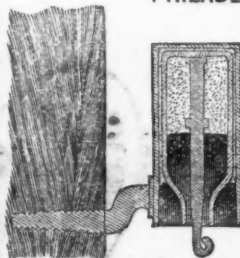
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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 9, 1869.

Cheap-Freight Railways.

We publish in our present issue a communication from Mr. SHERWOOD to the Washington *Chronicle*, on the subject of a Cheap-Freight Railway from Washington to Lynchburg, Va., on the plan proposed by the National League, and heretofore frequently advocated in our columns. We understand that conferences are proposed between those representing the interests of the Orange, Alexandria and Manassas Railroad, and parties in Washington relative to establishing a freight thoroughfare on the plan suggested in Mr. Sherwood's letter. If so we regard this as one of the most important railway movements ever made in the United States.

While we have no doubt of the success of this enterprise, if adopted, we can see more in the probable results of the example than in any other scheme we have ever contemplated. If successful, as we have no doubt it would be, a cheap-freight route from New York to New Orleans would be the almost immediate result.

We have heretofore urged that the "equal

speed," "equal rights," plan for a freight railway on routes competent to yield a large freight patronage would add from 25 to 50 per cent. to the financial value of most of our roads. After continued and long reflection we repeat the opinion. The great difficulty with our whole system under present management is feeble capacity to carry freights, high charges on meagre patronage, and paralyzed results on the great producing interests of the nation as compared with what is attainable under a better and more vigorous system. Our railways will never flourish as they should, nor the country be made to realize the full fruition of benefit until the principles of fair reciprocity are established between railways and the people. We firmly believe that what is best for the people will be best for the railways.

We hope, in case this incipient project is matured, railway interests, as well as the people everywhere will join in making a thorough experiment. It would have our best wishes, our confidence and support.

The Dubuque Bridge.

The new Bridge spanning the Mississippi River between Dubuque, Iowa, and Dunleith, Ills., was completed on the 21st of December, 1868, and the first train crossed it on the 22d. The same day it was tested by R. B. Mason, its chief engineer, with his associates, in the presence of the officers of the Illinois Central Railroad Company, the Dubuque Bridge Company, and of Walter Katte, engineer of the Keystone Bridge Company, which built the superstructure. Five locomotives with their tenders coupled together, and weighing altogether, two hundred and forty-five tons, were moved over the bridge so as to rest successively on each span. Under this test the greatest deflection of the spans 250 feet long was about two inches; of those 225 feet long, 1½ inches; and of the pivot spans, which are 180 feet long, 1½ inches. With a single engine resting on the centre of a span the greatest deflection was ¾ of an inch. A further test was made by running two locomotives coupled together over the bridge at a speed of fifteen miles an hour. This caused a deflection of 1½ inches. The tests were thoroughly satisfactory, and after they were made Superintendent Hughtitt of the Illinois Central Railroad,

ordered the bridge into service, and before night several hundred freight cars had crossed it in both directions. The express train west crossed the bridge on the same day. Now all trains, both freight and passenger, run through to Dubuque, and start from that place instead of Dunleith.

The bridge is composed of iron and masonry, and cost, with the approaches, \$900,000. Its entire length is 1,760 feet, and consists of four spans of 225 feet each, and two of 250 feet each, and a draw of 360 feet in length. The Dubuque *Herald*, from which we have obtained the above says:

The construction of this bridge deserves to be noted as one of the most eminent examples of fast work, even in this fast age. The contract was made January 14, of the present year. Since the first of February all the iron which enters into the structure has been made from the ore or the pig. Within eight working months the whole work has been completed, including not only the iron superstructure, one-third of a mile in length, but also approaches twice as long and a tunnel through limestone on the Illinois side 835 feet long, at a total cost of about one million dollars. And with all this haste there has been no neglect, the bridge having no superior on the Mississippi, and being one of the most creditable of the many creditable structures built by the Keystone Bridge Company, which in this case has finished its work ten days earlier than the contract required.

This bridge is the property of the Dubuque Bridge Company, whose officers are as follows: President, Hon. Wm. B. Allison; Chief Engineer, R. B. Mason; Secretary, W. E. Massey; Directors, Platt Smith, H. L. Stout, R. B. Mason and Joseph F. Tucker.

Railroad Bridge at Keokuk.

In reference to the proposed Bridge at Keokuk, Iowa, the Chicago Railroad *Gazette* says that four railroad companies guarantee eight per cent, on \$1,000,000. Bonds for that amount are to be issued, and are already subscribed for at 85 cents, which provide for the cost of the bridge. The Bridge Company likewise issue \$1,000,000 in stock. Each purchaser of a \$1,000 bond gets \$1,000 stock as a bonus. The tariff, as agreed on, is 70 cents per ton on freight, and is not to be reduced until the receipts are enough to pay eight per cent. on the stock. The Keystone Bridge Company get \$850,000 for building the bridge, the net amount produced by the sale of the one million in bonds.

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State, May 15, 1868, was...\$10,958,876 76 The redemptions during the six months were:

Foreign loan of 1860 ..	\$2,000 00
Foreign Union loan of	
1863	155,716 00
Foreign loan of 1870 ..	157,861 88
Domestic Union loan,	
1868	111,124 00
	426,201 33

Outstanding Nov. 15, 1868.....\$10,532,675 48

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT—PAYABLE IN NEW YORK.

Loan payable after Dec. 31, 1860, not bearing interest.....	\$6,270 00
Loan (Union) payable July 1, 1868, bearing 6 per cent. interest....	2,600 00
Loan payable after Dec. 31, 1870, bearing 6 per cent. interest....	2,026,170 60
Loan payable after Dec. 31, 1875, bearing 6 per cent. interest.....	1,000,000 00
Loan payable after June 30, 1881, bearing 6 per cent. interest....	4,095,809 47
Loan payable after Dec. 31, 1886, bearing 6 per cent. interest....	2,400,000 00
	\$10,130,350 07

DOMESTIC DEBT—PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest	\$1,765 00
National road bonds, not bearing interest....	60 86
Union loan of 1868, not bearing interest.....	500 00
Union loan of '71, bearing 6 per ct. interest.....	400,000 00
	302,325 36

Total public funded debt, Nov. 15, 1868.....\$10,532,675 48

The receipts into the Sinking Fund, and the disbursements therefrom, were as follows:

RECEIPTS.

Balance in the Treasury May 15, '68.	\$533,572 17
Taxes.....	567,532 19
School lands.....	19,052 61
Surplus revenue.....	3,193 88
Canal lands.....	350 00
Sale of furniture of New York office.	108 93
Returned from New York	66,086 24
	\$1,189,896 02

DISBURSEMENTS.

Principal of foreign debt.....	\$172,686 33
Principal Union loan.....	298,240 00
Interest on foreign debt.....	333,372 91
Interest on Union loan.....	20,422 71
Expenses of Home office.....	1,579 06
Expenses of New York office	591 60
Canal fund—temporary transfer refunded....	10,000 00
General revenue fund—interest owed to States by said transfer.....	600 00
	837,432 61

Balance in the Treasury Nov. 15, '68 \$352,463 41

The Richmond Journal says that General Wyckham, President of the Chesapeake and Ohio Railroad Company, has left that city for the scene of his future labors on the road, and intends to set energetically to work upon the extension of the great work, which he confidently expects to carry through to White Sulphur Springs by the time the early visitors begin to arrive at that famous resort.

New Orleans, Mobile and Chattanooga R.R.

At last the long talked of enterprise, the construction of a railroad from New Orleans, along the Gulf shore, to Mobile, and thence northeasterly to Chattanooga, Tenn., commences to assume a tangible form. Two years ago the City Council passed an ordinance granting this corporation certain privileges, making the condition, however, that by November, 1869, communication by rail with Mobile should be complete. Since that time the legislatures of Louisiana, Mississippi and Alabama have conferred valuable privileges, and yet, spite of these, people have been left to wonder why the important work was not begun. The company has, meanwhile, had its headquarters on the Gulf shore at Pass. Christian, Miss. and has also, part of the time, had an office in this city. Its corps of engineers and surveyors have long since completed their work in laying out the line of the road, which, running across the swamp or salt meadows northeast of the city, will cross the Rigolets near the mouth of Pearl river, and thence skirt the coast as far as Pascagoula, whence, turning northeast again, it reaches Mobile at a distance of about thirty miles from the latter point. Along this entire distance, say 160 miles, there will be three important bridges—one, with a draw of 100 feet, at the Rigolets, and two of about a mile in length each, and with fifty feet of draw-bridge at the crossings of Bay St. Louis and the Bay of Biloxi. These bridges render the construction of the road an undertaking of no common magnitude, for the Rigolets, through which the waters of the Amite river and of Lake Pontchartrain, augmented by those of the Pearl, flow to the Gulf, are forty to fifty feet in depth, a strong rapid current, bounded by swampy banks, infested by mosquitoes and alligators.—N. O. Cor. St. Louis Republican.

Cumberland Valley Railroad.

The earnings of this road for the years ending September 30, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	\$190,359 20	\$208,206 56
" freight & express	320,731 78	350,007 01
" mails.....	6,300 00	6,300 00
	\$517,390 98	\$564,513 57

Expenses, viz:

Motive power.....	\$68,559 59	\$105,638 48
Conducting transp.....	84,134 91	86,278 39
Maintenance of way	146,837 98	69,642 00
Maintenance of cars	20,081 56	11,907 02
General expenses.....	11,250 00	11,302 32
Materials.....	2,129 42	.....
Construction and equip-ment	107,154 81	107,649 05
	\$440,148 26	\$392,417 26

Net earnings.....\$77,242 72 \$172,096 31

The receipts of the company from all sources during the years named have been as follows:

	1867.	1868.
Balance from previous year	\$251,191 78	\$231,722 33
Earnings as above	517,390 98	564,513 57
Other sources of reve-nue.....	18,604 38	12,551 15
Materials.....	.....	12,599 53
Totals	\$787,187 14	\$821,886 58

Expenditures, viz:

Dividends.....	\$79,193 20	\$87,277 00
Interest on bonds.....	26,633 90	25,332 50
Trustees of S. F.....	7,783 50	4,204 78
Expenses as above.....	440,148 26	392,417 26
Miscellaneous.....	1,705 95	.....
Balance of accounts....	21,644 46	21,413 94
Cash on hand	210,077 87	290,741 10
Total, as above.....	\$787,187 14	\$821,886 58

The company have 16 locomotives. Miles run with passenger trains, 132,598; with freight

trains, 98,462; with construction trains, 11,086—total miles run, 242,146. Passengers carried east, 137,496; do., west, 143,738—total, 281,134. The report says:

The business of our road has continued to increase from year to year, and that of the last has not been an exception, nor have we yet arrived at that maximum which legitimately belongs to the road and the necessities of the population of Cumberland Valley. In our last annual report we announced the policy of the Board to be a determined purpose to place the road and all its rolling stock and conveniences in the highest possible condition. With this view the thorough ballasting of the road has been continued until now there remain but eight miles to complete the work. A new scale office has been built at Bridgeport, also a coal house for storing coal for locomotives, and 3,425 feet of new siding graded and laid at that point. At Chambersburg 325 feet of new siding have been graded and laid, and at Marion Station 525 feet, making the total length new siding put in this year 4,275 feet. There have been put into the track, 472 tons of re-rolled 56 lbs. rails, 19,841 cross ties and 3,201 wrought iron chairs. One hundred tons of steel rails were ordered last April, but failed to reach us before the 1st of October, and they will be put into the road during the present year. We have purchased 30 new eight-wheeled box cars and built one new mail baggage car and one new passenger car body. The engine Robert Morris, the work of remodeling which had commenced, has been finished; and the William Penn has been remodeled, making all the principal parts of these two engines entirely new, which affords us two additional first class passenger engines. We did not purchase the new locomotives contemplated in our last annual report, but the one purchased last year was paid for in this.

The following will show the extraordinary expenses during the past year:

Ballasting track.....	\$44,461 71
Grading and laying new sidings.....	3,084 95
New freight cars	24,000 00
Mail car and passenger car body.....	3,740 25
Scale and coal houses at Bridgeport..	2,254 71
Locomotive engine.....	12,679 45
Iron bridge at Carlisle.....	10,695 19
The sum of \$13,326 62 was expended upon the Morris and Penn engines of which should be placed to this account	10,000 00

Total

\$110,916 26

Our necessities for the ensuing year call for eight hundred tons of new rails, and twenty-five thousand cross ties: the sidings should be extended at Bridgeport, Mechanicsburg, Kingston, Carlisle, Greason, Newville, Chambersburg, Greencastle and Hagerstown: we should have two more engines, one for passengers and the other for freight, and we require 30 more coal cars. We want, too, some addition to the tools of the machine shop, where so much work is so neatly, economically and well done, it is but a just tribute to the foreman and workmen of that branch of our establishment that they should be supplied with all such implements as mechanical science continues to furnish to the modern machine shop. By a reference to the tables showing the amount of freight carried, it will be perceived that the increase in coal over last year has been about forty-three per cent. and this will continue yet to increase, if the article can be delivered to farmers at the lowest possible price. It is the policy of the company to insure this by preventing as far as possible any combination between the few dealers at each point of the road, from charging more than a reasonable profit on the sale of coal; and this we can only do by encouraging others to enter into business whose interests are to cheapen the article to the consumer at a moderate profit to themselves. The profit which the company derives from this trade does not consist alone in the receipts of toll for carrying coal, but in its re-

sults, in greatly increasing the fertility of the soil by the use of lime; hence that it should be furnished to farmers at the lowest possible rate is our policy, as well as our purpose.

The South Mountain Iron Company has commenced the making of their road to their mines at Pine Grove, which they expect to complete in the early part of the coming year. This road is about sixteen miles in length, will connect with the Cumberland Valley road at Carlisle, from whence the trade coming off that road will be carried to Harrisburg. This may bring to our road in the first year fifty thousand tons which renders necessary the increase of our motive power. To induce the building of this road, from whence so large an amount of freight is anticipated, our company agreed to loan to the South Mountain Iron Company, two hundred thousand dollars, at an interest of six per cent. per annum, clear of State taxation, payable semi-annually, to be secured by mortgage upon the road and all the rolling stock and real estate of the company, which consists of about 22,000 acres of land, with the furnace, forge and other improvements.

In our last Annual Report the extension of our road from Hagerstown to the Chesapeake and Ohio Canal was recommended. The subject has since received the attention of the Board and it has been resolved to make it. This will require an expenditure of about three hundred thousand dollars. To raise this amount the Board, in pursuance of the charter, authorized an increase of the capital stock to the amount of two hundred thousand dollars, by allowing the present stockholders to subscribe at par to the amount of twenty per cent., of their holdings on the 1st November, and most of the stockholders have availed themselves of the privilege; the balance of one hundred thousand or such part of it as may be necessary will be paid out of other resources of the company. When this extension shall have been completed it will open up a new trade over the whole length of our road. It connects with the Chesapeake and Ohio Canal, at Williamsport, Maryland, which runs near to the coal fields of the Cumberland, which will supply the valley and all points beyond it with the bituminous coal of that region. The pine and hard woods of the Allegheny mountains will also have a new out-let into our valley; whilst the anthracite coal of Eastern Pennsylvania will be carried West over our road to supply fuel for smelting iron ore all along the Chesapeake and Ohio Canal and Potomac river.

This extension will probably be completed during the next year, and we must soon begin to prepare to meet its requirements.

GENERAL STATEMENT.

Cost of road.....	\$1,468,237 05
Materials on hand.....	58,421 54
Trustees of sinking fund.....	37,650 00
Balances of accounts.....	21,418 94
Cash, 1st October, 1868.....	290,741 10
Total.....	\$1,786,463 63
First preferred stock.....	\$241,900 00
Second ".....	243,000 00
Common stock.....	832,000 00
First mortgage bonds.....	161,000 00
Second ".....	109,500 00
Six per cent. bonds.....	81,900 00
Due for dividends.....	48,549 50
" interest on bonds.....	15,407 50
Profit and loss account.....	143,206 63
Total.....	\$1,876,463 63

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson, Josiah Bacon.

Secretary and Treasurer.—EDWARD M. BIDDLE.

Superintendent.—O. N. LULL.

Imports of Dry Goods.

The imports of foreign dry goods at the port of New York for each month of the years 1867 and 1868, are officially stated as follows:

	1867.	1868.
January.....	\$11,928,872	\$5,119,359
February.....	9,786,615	8,574,770
March.....	10,227,579	9,361,654
April.....	5,274,455	4,826,418
May.....	5,436,451	5,825,994
June.....	4,235,313	4,181,629
July.....	6,532,575	6,971,547
August.....	12,608,019	12,853,606
September.....	7,351,223	8,457,768
October.....	5,382,793	5,702,189
November.....	4,397,398	5,514,392
December.....	3,092,350	3,516,508
Total.....	\$86,263,643	\$80,905,834

The following will show the relative proportion of the different classes of fabrics:

	1867.	1868.
Manufs. of wool.....	\$31,357,833	\$25,753,436
" cotton.....	15,800,894	13,561,001
" silk.....	18,565,817	21,708,801
" flax.....	12,949,561	12,501,157
Miscellaneous dry goods	7,589,538	7,381,439
Total imports.....	\$86,263,643	\$80,905,834

The value of foreign dry goods entered directly for consumption at the port of New York is as follows:

	1867.	1868.
January.....	\$5,836,470	\$3,160,062
February.....	6,125,167	5,675,807
March.....	6,428,343	6,815,133
April.....	3,305,827	3,779,001
May.....	3,384,643	4,344,834
June.....	2,374,570	2,842,868
July.....	3,724,269	4,228,253
August.....	8,782,015	9,035,309
September.....	5,908,490	6,370,866
October.....	3,297,079	4,137,852
November.....	2,903,081	3,836,263
December.....	1,556,591	2,285,028
Total.....	\$53,605,545	\$56,511,266

The value of foreign dry goods entered for warehousing at the port of New York is as follows:

	1867.	1868.
January.....	\$6,092,402	\$1,959,307
February.....	3,661,448	2,898,963
March.....	3,799,236	2,546,521
April.....	1,968,628	1,047,417
May.....	2,051,808	1,481,160
June.....	1,870,743	1,338,761
July.....	2,808,306	2,743,294
August.....	3,826,004	3,818,297
September.....	1,442,733	2,086,902
October.....	2,085,714	1,564,337
November.....	1,494,317	1,678,129
December.....	1,556,759	1,231,480
Total.....	\$32,658,098	\$24,394,568

The value of foreign dry goods withdrawn from warehouses of the port of the New York is as follows:

	1867.	1868.
January.....	\$3,060,973	\$1,604,974
February.....	7,009,274	3,195,825
March.....	6,942,758	4,127,654
April.....	2,652,699	2,155,172
May.....	2,255,601	1,664,920
June.....	1,338,874	860,011
July.....	1,254,419	1,481,329
August.....	5,731,940	4,021,283
September.....	3,243,421	2,844,755
October.....	1,851,593	1,583,480
November.....	1,515,484	1,317,923
December.....	780,394	736,496
Total.....	\$37,637,430	\$25,593,722

The total imports of foreign dry goods at New York from 1849 compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849.....	\$44,435,571	1859.....	\$118,152,624
1850.....	60,106,375	1860.....	103,927,100
1851.....	62,846,731	1861.....	43,636,689
1852.....	61,654,144	1862.....	56,121,227
1853.....	93,704,211	1863.....	67,274,547
1854.....	80,842,936	1864.....	71,589,752
1855.....	64,974,062	1865.....	91,966,138
1856.....	93,362,898	1866.....	126,222,855
1857.....	90,534,129	1867.....	86,263,643
1858.....	60,154,509	1868.....	80,905,834

The Wheel, the Axle, and the Rail.

A Circular of Useful Information for Railway Men, compiled by W. G. Hamilton for the Ramapo Wheel and Foundry Co.

Mr. Hamilton has given in a concise form an interesting treatise on Car Wheels, Car Axles and Rails, with a finely engraved plate of the Passenger Car Truck used by the Pennsylvania Railroad. The valuable information given, collated from the best authorities, will be eagerly sought for by railway men. The high reputation the wheels made by the Ramapo Works enjoy, will not be lessened, by the able and attractive manner in which Mr. Hamilton presents practical statistics to the public. We are glad to learn that the Ramapo Works are full of orders. The orders received during the month of December for 3,700 wheels requires the melting of 925 tons of metal. The annual consumption of iron being 7,000 tons.

Fires during the year 1868.

The N. Y. Herald publishes a list of fires that have occurred in the United States for the year ending December 31, 1868, where the losses are reported to have reached \$20,000 and upwards. The following is a recapitulation:

Losses in Amount.	Losses in Amount.
January.....\$5,449,000	July.....\$1,470,000
February.....4,323,000	August.....3,305,000
March.....2,405,000	September..2,492,000
April.....2,890,000	October.....2,285,000
May.....1,812,000	November...2,916,000
June.....1,980,000	December...3,414,000
Total losses in 1868.....	\$34,757,000
Total losses in 1867.....	36,905,000
Total losses in 1866.....	66,410,000
Total losses in 1865.....	43,139,000
Total losses in 1864.....	28,522,000
Total losses in 1863.....	14,060,000
Total losses in 1862.....	17,640,000
Total losses in 1861.....	18,020,000
Total losses in 1860.....	15,597,000
Total losses in 1859.....	16,058,000
Total losses in 1858.....	11,561,000
Total losses in 1857.....	15,792,000
Total losses in 1856.....	21,150,000

Total losses in thirteen years. \$339,605,000

Rondout and Oswego Railroad.

The work of construction on this road is being prosecuted with energy at the Rondout end of the line, 600 men and 150 horses being employed. This road will connect with the New York and Oswego Midland, and will cost three million dollars. A portion of the line will be in running order by next June. Nine hundred and eighty-five thousand dollars have been raised on town bonds, and the private subscriptions amount to one hundred and twenty-five thousand dollars. About three hundred and fifty thousand dollars have thus far been expended on the road.

From the Two Republics.

The Vera Cruz Railroad.

We publish below, from the *Diario Oficial*, the revised concession to the Vera Cruz and Mexico Railroad Company. It is a legal and authentic contract; and there is left no further room for caviling in regard to it. It is the solemn act of the government—executive and legislative; and it places the company beyond all further vicissitudes. It renews the credit of the company, gives confidence to the enterprise; and the way is clear for renewed energy and activity upon the work. With the completion of this road, this capital and several other cities will be brought into immediate and direct communication with the commercial world. It will open to enterprise a vast agricultural and mining country, rich enough to support a dozen railroads. It will bring in immigration, so much needed in this extensive and inviting region; and commerce will regain confidence and become regulated, certain and profitable. We understand that already, engineering and surveying parties have gone upon the route of the Puebla section and that work will also commence soon in the same direction.

This act of Congress, and the enlightened action of that body in reference to other bona fide projects of internal improvement, reflects great credit upon its members. So much for the South Eastern portion of the Republic. What we want next is a railroad in the North Western section—say from the upper Rio Grande through to the Gulf of California, to open that vast and valuable region of the Republic. A measure of this character is second in importance to no other. That carried out, the country will be in an eligible condition to reap the benefits of the "National Railway's" in conjunction with which, the net-work of roads as proposed by that indefatigable projector Mr. Stephenson, will be completed.

DEPARTMENT OF FOMENTO, COLONIZATION, INDUSTRY AND COMMERCE.

Benito Juarez, Constitutional President of the United States of Mexico, to all its inhabitants, be it known;
That it has pleased the Congress of the Union to decree the following.

The Congress of the Union decrees.

Art. 1. The decree of the 27th November, 1867, remains in force, with the following modifications:

I. Article second will remain in these terms.

Art. 2. The managing Company shall complete the construction of the said railroad between Vera Cruz and the city of Mexico; and the branch from Apizaco to Puebla; the government binding itself not to give pecuniary aid (subvention) during the term of sixty-five years from this date, to any corporation or person whatever that will undertake the construction or running of another railroad between Vera Cruz and Mexico, or the intermediate points. The aid conceded to the Puebla and Jalapa railroad is not embraced in this compromise.

II. The terms referred to in article fourth will be prorogued for one year; this article is as follows:

Art. 4. The line of railroad from Apizaco to Puebla, to be finished by the 31st day of the month of December in the year 1869, placing it immediately at the public service. The part to be built between Apizaco and Paso del Macho, to unite Vera Cruz and Mexico, will be concluded precisely on the 31st of December, 1872, placing it immediately in operation.

III. Article fifth which refers to the preference for building branches, is suppressed.

IV. Article fourteen will remain in these terms:

Art. 14. The charges for merchandise and passengers on the partial divisions will be in proportion to the number of leagues. The national products that are transported from Mexico to Vera Cruz and intermediate points, will be entitled to a reduction of sixty per cent on the tariff. When the same products are transported in the opposite direction, the reduction on the same tariff will be twenty per cent.

V. The following will be substituted for article fifteen.

Art. 15. Two years after the conclusion of the road and its having been in operation, the government will modify with the consent of the company, the tariff on merchandise and passengers, provided that the profits of the stockholders will be at least twelve per cent. per annum.

The division of goods in the three classes of the tariff of merchandise, will be submitted for the approval of the government, now, and every two years, hereafter, counting from the completion of the road, though the law may fix for this purpose, longer terms.

VI. Article nineteen will be as follows:

Art. 19. In order to aid the works to which this decree refers, the government binds itself to give to the company the sum of five hundred and sixty thousand dollars annually for the space of twenty-five years, without interest. Within eight months the company will deliver to the National Treasury the interest bonds and coupons that, for the stock of eight million of dollars was given to Antonio Escandon, in accordance with article nineteen of the decree of August 31st 1857, and which has no force nor value whatever.

VII. Article twenty will remain in this form:

Art. 20. The Supreme Government solemnly binds itself that the payment of the five hundred and sixty thousand dollars will be faithfully and punctually paid, without ever subjecting said sum to any suspension, reduction or other reform whatever that is decreed or agreed upon, respecting the National debt.

VIII. The following will be substituted for article twenty-one:

Art. 21. The Government will issue special bonds under the title of "Bonds of the Vera Cruz and Mexico railroad," and said bonds will represent five hundred and sixty thousand dollars for each one of the four years that the construction is to last. This paper will be received in payment of the twelve per cent. on the duties of importation collected in the Custom Houses of Vera Cruz, Tampico, Matamoros, Manzanillo and Mazatlan, or an equivalent to the twelve per cent, in case that a smaller quota is sufficient to cover the five hundred and sixty thousand dollars. If in virtue of the liquidation of what the company receives the first year, it should appear that the duties of importation in the five mentioned Custom Houses, are insufficient to cover the five hundred and sixty thousand dollars annually, the Government will increase the quota until it shall be enough to cover this sum, paying the deficiency in ready money in the city of Mexico.

IX. Article twenty-two will say:

Art. 22. The bonds will be issued by the Minister of Fomento, and no importer will be permitted to satisfy in advance the twelve per cent. of the duties he has to pay, in coin nor in any other kind that is not the said paper, under the penalty of being subjected to a second payment; this will be double the quantity of the amount of the quota, recovering the half in paper, in order that the disposition of the law be fulfilled at all events, and the other half in money, according to the rules of the guide of confiscations to the informers.

X. Article twenty-three will also be substituted by the following:

Art. 23. The Department of Fomento will annually deliver to the company, five hundred and sixty thousand dollars in railroad bonds, who will be bound to have a supply of the same in the city of Mexico and at each of the five mentioned ports, that the commerce may obtain it with the

necessary convenience. In no case can the company sell it at a higher price than its representative value, under the penalty of refunding the excess to the purchaser and to pay a triple amount as a fine, in favor of the treasury. After the completion of the road, the government will make the annual payment of the five hundred and sixty thousand dollars in ready cash, in the city of Mexico, quarterly at maturity, without delay upon any account, and this credit can never be subject to suspension, or conversion of debt, or other form of alienation, which is not that of payment in coin.

XI. Article twenty-nine will remain as follows:

Art. 29. The government will enjoy in the conveyance of trains, munitions, equipages, provisions, horses, mules and troops that travel from one point to another of the line, a reduction of seventy-five per cent. on the prices recovered from the public, but in order to avoid abuses that might be committed under this clause, it is solemnly stipulated, that in each case of a movement of troops or conveyance of trains or munitions, there will be given by the government a special order for the directors of the line. The immigrants coming to the Republic with the due authority of the government, will enjoy the same advantages conceded to the armed force.

Art. 2. The following articles will be added to the decree.

Art. 45. The government will inspect the construction and operation of the railroad, though the means fixed by the minister of Fomento.

Art. 46. Within five months at farthest, the statutes of the company will be submitted to the government for its approval, and the two following prescriptions are to be embodied in them:

1. The Capital stock cannot be augmented over the sum of twenty-seven millions of dollars, nor to change its division for half in shares and half in obligations, nor allow the interest of the latter to exceed eight per cent. per annum, without the previous consent of the government.

2. The government, without prejudice to its representation as stock-holder, and of the other means that it thinks proper to employ in order to take part in the direction and administration of the company, will cause itself to be represented in the directive board by the two-sevenths or by the three-eleventh parts of the directors, and those that will be appointed for that purpose will have the same faculties and prerogatives as the others.

Art. 3. The item of five hundred and sixty thousand dollars is included in the budget of expenditures, for the subvention of the railroad between Mexico and Vera Cruz, and the expense of the import of the railroad tax of fifteen per cent, conformable to the decree, of the 27th November 1867, with the modifications agreed upon between the Executive and the concessionary company, that appears in article 1st.

Art. 4. The terms pointed out in the law of the 27 November 1867, and that of five months granted for the presentation of the statutes, is understood to count from the date of the publication of this law.

Hall of the National Congress. Mexico, November 10, 1868.—Guillermo Valle, deputy President.—Joaquin Baranda, deputy Secretary.—Juan Sanchez Azcona, deputy Secretary.

Therefore, it is ordered to be printed, published, circulated and to be duly observed. Palace of the General Government in Mexico, on the eleventh day of November, one thousand eight hundred and sixty eight.—Benito Juarez.—To Citizen Blas Balcárcel, Secretary of Fomento, Colonization, Industry and Commerce.

BALCÁRCEL.

Mexico, November 11th, 1868.

The contract for the construction of a Railroad Bridge at St. Paul has been awarded to R. B. Langdon, Esq., of Minneapolis. The work is to be commenced immediately, and completed by July next.

General Railroad Law of Arkansas.

This law is almost identical with that of Tennessee, which has done so much for the advancement of that State, and is a practical, well guarded and efficient plan for accomplishing the object sought. It was accepted by a vote of the people at the last general election. It is entitled:—

AN ACT TO AID IN THE CONSTRUCTION OF RAILROADS.

Be it enacted by the General Assembly of the State of Arkansas:

SECTION 1. For the purpose of securing such lines of railroad in this State as the interests of the people may from time to time require, the faith and credit of the State of Arkansas is hereby irrevocably pledged, and the proper authorities of the State will and shall issue to each railroad company or corporation, which shall become entitled thereto, the bonds of this State, in the sum of \$1000 each, payable in 30 years from the date thereof, with coupons thereto attached for the payment of interest on the same in the city of New York, semi-annually, at seven per cent. per annum, in the sum of \$15,000 in bonds for each mile of railroad which has not received a railroad land grant from the United States, and \$10,000 in bonds for each mile of railroad which has received a land grant from the United States, on account of which such bonds shall be due and issuable as provided.

SEC. 2. *Be it further enacted,* That the board of railroad commissioners are hereby authorized and required to receive the application for the loan of the State credit herein provided for, and to designate the roads entitled to the same; *Provided,* The whole aggregate number of miles proposed to be built by such companies to which such aid is granted, does not exceed 850 miles.

SEC. 3. *Be it further enacted,* That it shall be the duty of said board of railroad commissioners to inspect, from time to time, the railroad desiring to receive said aid, and indicate to the governor the manner such state aid is being used and applied. And should it be found that such state aid is being improperly used or applied, then the governor is hereby authorized to withhold all or a part of said bonds, and to take such other steps as he may deem proper, to the end that the bonds shall not be squandered to the manifest injury of the citizens of the State. Such action on the part of the governor shall be reported to the next session of the general assembly, who are hereby empowered to take such steps as may be necessary to protect the interests of the State.

SEC. 4. *Be it further enacted,* That any railroad company having existence under the laws of this State, and desirous of receiving the state aid hereafter provided for, may signify the same by application to the board of railroad commissioners, signed by the president, and attested by the seal of said corporation, setting forth the character and organization of said company, its capital stock, a map of the line or lines of road proposed to be built, the progress made thereon, the financial condition and resources of such company, with such other information as the case may require, and if such board of railroad commissioners shall find such corporation to be organized according to law, with resources adequate to the purpose, and that the construction of the proposed line or lines of road will be of public benefit, and said board of railroad commissioners shall consent to approve and grant such application, then and thereafter said railroad company or corporation shall be entitled to, and have a right to ask for, demand and receive the bonds of the State hereinbefore declared to be pledged and granted upon complying with, and fulfilling the terms and conditions hereinafter set forth.

SEC. 5. *Be it further enacted,* That any railroad company or corporation which shall have acquired the right to demand and receive state aid, by virtue of the official certificate in the preceding section specified, and claiming an issue of bonds in

its behalf, shall first file in the office of secretary of State the following papers, viz:

First, A map of the line or lines of railroad proposed to be built, showing the counties traversed, the general direction and terminal points, and the streams to be crossed.

Second, The affidavit of the president and chief engineer, showing the estimated cost of preparing the first consecutive one hundred miles of road for the iron rails.

Third, The affidavit of the president or treasurer that the available resources of the company, subscriptions, money, lands and other means are sufficient to prepare one hundred consecutive miles, or one third of the whole line of road for iron rails.

Fourth, The affidavit of the president and chief engineer, that ten consecutive miles of road had been graded, bridged, furnished with ties, and made ready for the iron rails.

Fifth, And shall furnish the governor with such papers, documents and other information as he may require in reference to the railroad or its management, to which affidavit shall be made.

SEC. 6. *Be it further enacted,* That thereupon the governor, or the person filling for the time being the executive office, shall issue to the president of said company the bonds of the State of Arkansas, bearing the seal of the State, attested by the Secretary of State, as provided in section one hereof, upon the completion and preparation for the iron rails of each succeeding ten miles or more, until the entire line or lines of road of railroad corporation shall be completed. The president of such railroad company shall file his official receipt for each issue of bonds, accompanied by the affidavit of himself and at least four directors, that the bonds, or the avails of them, shall be disposed of solely for the purpose of providing for the ironing, equipping, building and completing said road.

SEC. 7. *Be it further enacted,* That the legislature shall from time to time impose upon each railroad company, to which bonds shall have been issued, a tax equal to the amount of the annual interest upon such bonds then outstanding and unpaid, which tax may be paid in money or in the past due coupons of the State, and after the expiration of five years from the completion of said road, the legislature shall impose an additional tax of two and one half per cent. per annum upon the whole amount of state aid granted to such company, payable in money or in the bonds and coupons of the State at par; and, if in money, the same shall be invested by the treasurer of the State in the bonds of the State at their current market value. The taxation in this section provided to continue until the amount of bonds issued to such company, with the interest thereon, shall have been paid by said company as herein specified in which case the said road shall be entitled to a discharge from all claims or liens on the part of the State: *Provided,* that nothing herein contained shall be so construed as to deprive any company, securing the loan of the bonds of the State herein provided for, from paying the whole amount due from such company to the State at any time in the bonds of the State loaned in aid of railroads or the coupons thereon, or in money.

SEC. 8. *Be it further enacted,* That in the case said company shall fail to pay the tax as imposed by the preceding section, at the time the same become due and for sixty days thereafter, it shall be the duty of the treasurer of the State, by writ of sequestration to seize and take possession of the incomes and revenues of said company until the amount of said defaults shall be fully paid up and satisfied, with costs of sequestration, after which said treasurer shall release the further revenues of said company to its proper officers.

SEC. 9. *Be it further enacted,* That nothing herein shall be construed to prevent said board of railroad commissioners granting the State aid herein contemplated to the whole or any part of any railroad in the State, which may now be unfinished or in process of construction: *Provided,* That as soon as this act shall be ratified by the

people and the commissioners shall approve the application of any company which may be entitled to the benefits of this act, and they shall have complied with its provisions, the governor shall be authorized to issue the bonds to said company upon demand therefor, as provided for in this act.

SEC. 10. *Be it further enacted,* That railroad companies or corporations desiring to make application for State aid, under the provisions hereof, must file the application required by the fourth section hereof within one year after this act shall have become a law, or within one year after the incorporation of any railroad which may be incorporated, and within one year thereafter comply with the requirements of section five hereof, with respect to the first ten miles of road, and complete the whole road within seven years after this act shall have become a law, or after the incorporation of the company; *provided,* that any railroad now chartered and availing themselves of the provisions of this act shall construct and put in running order one fourth of the entire line of road within two years after this act becomes a law, and one-half of their entire line of railroad within two years thereafter, and have the whole line finished and in running order before the expiration of seven years after this act becomes a law; failing in these conditions said company or companies shall forfeit their charter and franchise to the State.

SEC. 11. *Be it further enacted,* That any railroad company that may have received at any time before the ratification of this act by the people, under any law of this State, a loan of the bonds of this State, such company shall only be entitled to the benefits of this act to the amount and extent of the loan herein granted, after deducting the amount of bonds of the State or other State aid received by such company from the State, under any other law of this State, from the whole amount such company may be entitled to under this act.

SEC. 12. *Be it further enacted,* That at the next general election to be held under the provisions of section three of article fifteen of the constitution of this State, the proper officers having charge of such election shall upon a poll, as in other cases, take and receive the ballots of the electors qualified to vote for officers at such election for and against this act, in compliance with section six of article ten of the constitution; such ballots to contain the words "For Railroads," or "Against Railroads," and if it appears that a majority so voting have voted "For Railroads," this act shall immediately become operative and have full force, and all laws heretofore passed for loaning the credit of this State in aid of railroads shall cease and be void; but if a majority shall be found to have voted "Against Railroads," this act shall be void and of no effect.

Approved July 21st, 1868.

The Little Rock (Ark.) Gazette says: "Our railroad interests are looking up. The representatives of foreign capital who have been here, are all encouraged with the prospects and we may look for the commencement of active operations soon—particularly on the Little Rock and Fort Smith route."

The State of North Carolina has as yet made no provision for the payment of the January interest on its bonds; but it is believed that the Legislature, now in session, will take prompt action to raise the money.

The Hastings and Dakota Railroad is now completed to Farmington, on the Minnesota Central Railroad.

The new suspension bridge at Niagara Falls was opened to public travel on New Year's Day. It is the longest suspension bridge in the United States.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Schuylkill...100	\$1,774,824	-----	-----	Hartford and New Haven...100	3,300,000	J. A. J. & O.	Jan. '69 3	Portl., Saco & Portland...100	\$1,500,000	J. & D.	Dec. '68 3
Allegheny Valley...50	2,000,000	-----	-----	Hannibal and St. Joseph...100	1,900,000	-----	-----	Providence & Worcester...100	1,800,000	J. & J.	Jan. '69 4
Atlantic and West Point...100	1,282,000	J. & J.	Jan. '68 34	Do. do. pref. 100	6,253,830	-----	-----	Raleigh and Gaston...100	2,000,000	-----	-----
Atlantic & N. Carolina...100	5,545,225	-----	-----	Hanover Branch, Pa. 50	116,850	M. & N.	Nov. '68 5	Rensselaer and Saratoga...100	2,400,000	A. & O.	Oct. '68 34
Atlantic & Gt. Western...100	25,799,923	-----	-----	Rousatonic...100	820,000	-----	-----	Richmond and Danville...100	2,000,000	-----	-----
Do. do. pref. 50	1,919,000	-----	-----	Do. pref. 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,100	-----	-----
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '68 2	Hudson River...100	13,987,100	A. & O.	Oct. '68 4	Rich. Fred. and Potomac...100	1,041,800	-----	-----
Augusta and Savannah...100	733,700	J. & J.	Jan. '69 24	Huntingdon & B'd Top...50	494,330	-----	-----	Rockport...100	88,400	-----	-----
Baltimore and Ohio...100	18,157,962	A. & O.	Oct. '68 4	Do. pref. 50	190,750	J. & J.	Jan. '68 34	Rome, Watert. and Og'n...100	2,400,000	J. & J.	Jan. '69 5
Do. Washington Br. 100	1,880,000	A. & O.	Oct. '68 5	Illinois Central...100	23,415,780	F. & A.	Feb. '69 5	Rutland preferred...100	2,040,000	F. & A.	A. G. '68 34
Baltimore City Passenger...100	670,000	-----	-----	Indianapolis, Cin. & Lafayette...50	6,185,897	M. & S.	Sep. '67 4	St. L., Alt. and T. Haute...100	2,300,000	-----	-----
Bay de Riquet & Marq...100	1,250,000	A. & O.	Apr. '68 3	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '68 5	St. L. Jack'nv. and Chic'o...100	1,469,429	-----	-----
Belleville and St. Louis...100	4,420,000	F. & A.	Feb. '68 34	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Oct. '68 11	Sandusky and Cincinnati...100	2,089,000	-----	-----
Belvidere Delaware...100	996,250	-----	-----	Joliet & North Indiana...100	300,000	J. & J.	July '68 4	Do. do. pref. 100	445,696	M. & N.	Nov. '68 3
Berkshire...100	600,000	J. A. J. & O.	Jan. '69 11	Lackawanna & Bloomsb...50	1,325,000	-----	-----	Sand. Manaf. and Newark...100	901,241	-----	-----
Birmingham & Corning...50	250,000	J. & D.	Dec. '68 2	Leeds and Farmington...50	2,158,655	J. & J.	Jan. '69 24	Savannah and Charleston...100	1,000,000	-----	-----
Boston and Albany...100	13,725,100	J. & J.	Jan. '69 5	Lehigh and Mahanoy...50	8,739,900	M. & N.	M'y. '67 5	Schenckville and Susqueh'a...50	1,289,150	-----	-----
Boston and Chelsea...100	110,000	A. & O.	Oct. '68 4	Lehigh and Susquehanna...50	16,731,400	J. A. J. & O.	Jan. '69 24	Second and Third St. (Ph.) 50	208,757	J. & J.	Jul. '68 2
Boston, Concord & Mont...100	459,800	-----	-----	Lehigh Valley...50	344,650	J. & J.	Jan. '68 4	Schenckville Valley...50	576,050	J. & J.	Jul. '68 24
Do. do. pref. 100	1,340,400	M. & N.	Nov. '68 3	Lehigh Luzerne...50	514,646	J. & J.	July '68 3	Seaboard and Roanoke...100	888,200	-----	-----
Boston and Lowell...500	1,891,500	J. & D.	Dec. '68 4	Lexington & Frankfort...100	6,572,400	J. & D.	Dec. '68 3	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Boston and Maine...100	4,076,974	J. & J.	Jan. '69 5	Little Miami...100	1,804,397	J. & D.	Jun. '68 3	Shamokin V. and Potomac...50	889,450	F. & A.	Aug. '68 3
Boston and Providence...100	3,300,000	J. & J.	Jan. '69 4	L. M. & O. and X. (Joint)...100	2,646,100	J. & J.	Jan. '69 4	Shore Line...100	636,200	J. & J.	Jan. '69 3
Broadway (Boston)...100	326,000	J. A. J. & O.	Jan. '69 2	Little Schuylkill...100	90,000	-----	-----	Sixth Avenue (N. Y.)...100	750,000	-----	-----
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Jul. '67 5	Lomb. and South St. (Ph.) 25	3,000,000	F. M. A. N.	Aug. '66 2	Somerville...100	76,000	M. & N.	Nov. '68 3
Brooklyn City...100	1,000,000	F. & A.	A. G. '68 34	Long Island...100	95,194	-----	-----	South Carolina...100	5,819,275	-----	-----
Brooklyn City & New'n...100	899,800	-----	-----	Long Branch & Sea Shore...100	211,122	J. & J.	Jul. '68 4	South Shore...100	259,688	-----	-----
Buffalo, Bradford & Pitts...100	1,100,000	-----	-----	Louis, Cin. and Lex. pr. 100	1,109,694	J. & J.	July '68 3	South Western, Georgia...100	3,208,400	F. & A.	A. G. '68 4
Buff. New York & Erie...100	960,000	M. & N.	N. '68 34	Louisville and Nashville...100	8,739,900	F. & A.	A. G. '68 4	Staten Island...100	660,000	J. & J.	Jul. '67 4
Buffalo and Erie...100	5,000,000	F. & A.	Aug. '68 4	Louisville and Nashville...100	2,800,000	-----	-----	Stony Brook...100	267,800	M. & N.	M'y. '68 24
Cambridge Horse (Boston) 100	727,800	A. & O.	Oct. '68 4	Louis, N. Alb. & Chicago...100	2,000,000	A. & O.	Oct. '68 3	Steubenville and Indiana...100	1,983,141	-----	-----
Camden and Amboy...100	7,921,412	F. & A.	Aug. '68 5	Lowell and Lawrence...100	200,000	-----	-----	Stockbridge & Pittsfield...100	448,700	-----	-----
Camden and Atlantic, pref. 50	600,000	-----	-----	Macon and Western...100	1,500,000	-----	-----	Summit Branch...100	250,000	J. & J.	Jan. '69 5
Camden & Burlington Co. 100	331,000	-----	-----	Mahanoy & B'd Mount'n...50	1,076,915	-----	-----	Syr., Bingham. and N. Y. 100	1,314,130	-----	-----
Cape Cod Branch...50	721,926	J. & J.	Jan. '69 34	Maine Central...100	1,000,000	M. & N.	Nov. '68 5	Taunton Branch...100	250,000	J. & J.	Jan. '69 4
Cape May and Millville...100	447,000	J. & D.	Dec. '68 3	Manchester & Lawrence...100	1,000,000	-----	-----	Tennessee and Alabama...100	595,922	-----	-----
Catawissa...50	1,150,000	-----	-----	Marietta & Cincinnati...50	3,618,374	-----	-----	Terre Haute and Indiana...50	1,983,150	J. & J.	Jul. '68 6
Catawissa, pref. 50	2,200,000	M. & N.	Nov. '68 3	Do. 1st pref. 50	6,586,135	M. & S.	Sep. '66 3	Third Avenue (N. Y.)...100	1,750,000	-----	-----
Cayuga & Susquehanna...50	689,110	-----	-----	Do. 2d pref. 50	4,061,744	M. & S.	Sep. '66 3	Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	Jan. '68 1
Central of Georgia...100	4,686,900	J. & J.	Jul. '68 7	Memphis and Charleston...100	570,000	-----	-----	Tol., Peoria and Warsaw...100	2,700,000	-----	-----
Central of New Jersey...100	13,768,000	J. A. J. & O.	Jan. '69 24	Memphis and Ohio...100	1,280,000	J. & J.	Jan. '69 5	Do. (E. D.) pref. 100	1,700,000	-----	-----
Central Ohio...100	2,000,000	J. & D.	Dec. '68 3	Metropolitan (Boston)...100	8,477,386	J. & J.	Jan. '69 5	Do. (W. D.) pref. 100	1,300,000	-----	-----
Do. pref. 100	400,000	-----	-----	Michigan Central...100	10,069,400	Aug. '68 4	-----	Tol., Wabash and West...100	5,700,000	-----	-----
Con. Park, N. & E. River...100	970,000	-----	-----	Mich. So. & North Ind. 100	588,700	F. & A.	Feb. '68 5	Troy and Boston...100	607,111	-----	-----
Chenango...100	280,000	-----	-----	Middlesex (Boston)...100	400,000	-----	-----	Troy and Greenbush...100	274,400	J. & D.	Jun. '67 34
Cheshire, preferred...100	2,017,825	Annual.	Jan. '68 3	Mill Creek and Minehill...50	323,375	F. & A.	Aug. '67 6	Union Transport'n (Boa.) 100	200,000	-----	-----
Chicago and Alton...100	3,884,643	M. & S.	Sep. '68 5	Millville and Glasboro'...100	405,020	F. & A.	Aug. '67 6	Union (Phila.)...50	291,476	J. & J.	Jan. '69 3
Do. pref. 100	2,425,676	M. & S.	Sep. '68 5	Milw. & Prairie du Chien...100	2,956,681	-----	-----	Utica and Black River...100	834,400	J. & J.	Jul. '68 4
Chicago, Bari. & Quincy...100	12,500,000	-----	-----	Do. 1st pref. 100	1,014,000	Annual.	Feb. '68 8	Vermont and Canada...100	2,500,000	J. & D.	Dec. '68 4
Chicago, Iowa & Nebras...100	2,000,000	-----	-----	Do. 2d pref. 100	5,408,883	J. & J.	-----	Vermont Central...100	5,000,000	-----	-----
Chicago and Milwaukee...100	2,227,000	-----	-----	Milw. & St. Paul...100	8,080,892	J. & J.	Jul. '68 4	Vermont and Massachusetts 100	2,800,000	J. & J.	Jan. '69 2
Chicago & N. Western...100	14,566,676	J. & D.	Dec. '68 5	M. Hill & Schuyl. Haven 60	2,776,600	J. & J.	Jul. '68 4	Vicksburg and Meridian...100	367,408	-----	-----
Do. pref. 100	16,356,287	J. & D.	Dec. '68 5	Mobile and Ohio...100	3,762,400	-----	-----	Virginia Central...100	3,353,679	-----	-----
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep. '68 10	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4	Virginia and Tennessee...100	3,497,791	-----	-----
Cin. Ham. & Dayton...100	8,521,664	Sept.	Sep. '68 5	Morris and Essex...50	3,616,350	-----	-----	Western Union...100	2,707,993	-----	-----
Cincinnati City Passenger...100	-----	J. & J.	Jan. '68 34	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	Jan. '69 3	West Jersey...100	804,150	-----	-----
Do. Street...50	1,676,346	-----	-----	Nashua and Lowell...100	720,000	M. & N.	Nov. '68 5	West Philadelphia...50	249,100	J. & J.	Jul. '68 5
Cincinnati and Zanesville...50	192,750	J. & J.	Jan. '69 7	Nashville & Chattanooga...100	2,056,544	-----	-----	Wilmington and Potomac...100	1,468,776	-----	-----
Citizens' Passenger (Phila.) 50	10,400,000	F. & A.	A. G. '68 34	Naugatuck...100	1,436,600	F. & A.	Aug. '68 5	Warren...100	1,547,850	-----	-----
Clev. Col. Cin. & Ind. 100	2,066,400	M. & N.	N. '68 34	New Bedford & Taunton...100	500,000	J. & J.	Jan. '69 3	Worcester and Nashua...75	1,522,500	J. & J.	Jan. '69 34
Cleveland & Mahoning...50	6,760,000	J. & J.	Jan. '69 4	New Haven & N. London...100	738,538	-----	-----				
Cleveland and Ashtab...50	6,424,091	J. A. J. & O.	Jan. '69 2	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '68 3				
Cleveland and Toledo...50	6,000,000	J. & J.	Jan. '69 44	New Jersey...100	6,000,000	F. & A.	Aug. '68 5				
Col. Ohl. & Indiana Con. 100	11,420,000	-----	-----	New London Northern...100	895,000	M. & S.	Mar. '68 4				
Columbus and Xenia...50	1,786,200	J. & J.	Jan. '68 4	New York Central...100	28,537,000	F. & A.	Feb. '69 4				
Concord...100	1,500,000	M. & N.	Nov. '68 5	New York and Harlem...50	6,285,050	J. & J.	Jan. '69 4				
Concord & Portsmouth...100	350,000	J. & D.	Dec. '68 34	Do. pref. 50	1,500,000	J. & J.	Jan. '69 4				
Coney Island & Brooklyn...100	500,000	-----	-----	New York & New Haven...100	6,000,000	J. & J.	Jan. '69 5				
Conn. & Passump. Rivers...100	139,000	-----	-----	N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jan. '69 3				
Do. do. pref. 100	1,322,100	J. & J.	Jul. '68 3	Nig. Bridge & Cananda...100	1,000,000	J. & J.	July '68 3				
Connecticut River...100	1,700,000	J. & J.	Jan. '69 5	Ninth Avenue...100	797,400	-----	-----				
Cumberland Valley...50	1,216,900	A. & O.	Apr. '68 4	North Carolina...100	4,000,000	-----	-----				
Danbury and Norwalk...100	400,000	-----	-----	Northern Central...50	4,648,900	F. M. A. N.	Nov. '68 2				
Dayton and Michigan...100	2,392,361	J. & J.	Jan. '69 3	North Eastern (S. C.) pref. 100	155,000	-----	-----				
Delaware...50	594,280	J. & J.	Jan. '69 3	Northern of N. Hampsh...100	3,064,400	J. & D.	Dec. '68 4				
Del. Lackaw. & Western...100	13,286,020	J. & J.	Jan. '69 6	Northern of N. Jersey...100	159,100	-----	-----				
Des Moines Valley...100	1,220,200	-----	-----	North Pennsylvania...50	3,150,150	-----	-----				
Detroit & Milwaukee...100	1,047,350	-----	-----	Norwich & Worcester...100	2,263,600	J. & J.	Jan. '69 3				
Do. do. pref. 100	1,500,000	-----	-----	Ogdensb. & L. Champ'n...100	3,024,000	J. & J.	Jan. '69 3				
D. Dock, R. B'd. & Bat...100	1,200,000	-----	-----	Do. pref. 100	1,037,000	A. & O.	Oct. '68 4				
Dubuque and Sioux City...100	1,673,641	Annual.	Jan. '69 4	Ohio and Mississippi...100	20,000,000	-----	-----				
Do. do. pref. 100	1,987,361	J. & J.	Jan. '69 24	Do. pref. 100	2,500,000	J. & D.	Dec. '68 34				
Eastern (Mass.)...100	3,883,400	J. & J.	Jan. '69 4	Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O.	Jan. '69 2				
Eastern (N. H.)...100	492,500	J. & J.	Jan. '69 4	Old Colony & Newport...100	4,848,320	J. & J.	Jan. '69 3				
East Pennsylvania...100	664,600	-----	-----	Orange and Newark...100	281,550	-----	-----				
East Tenn. and Georgia...100	2,399,730	-----	-----	Oswego and Syracuse...50	482,400	F. & A.	Aug. '68 4				
East Tenn. and Virginia...100	667,800	-----	-----	Pacific of Missouri...100	2,614,515	-----	-----				
Elgin Avenue (N. Y.)...100	1,000,000	F. A. J. & O.	Jan. '68 4	Panama...100	7,000,000	J. A. J. & O.	Jan. '69 3				
Elm. Jeffers. & Canada...100	500,000	F. & A.	A. G. '68 24	Paterson and Ramapo...100	248,500	J. & J.	Jan. '69 34				
Elmira & Williamsport...50	500,000	M. & N.	Nov. '68 24	Paterson and Hudson Riv...100	630,000	J. & J.	Jan. '69 34				
Do. do. pref. 50	500,000	J. & J.	Jul. '68 34</								

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884.....	150,713	164,438	166,493	194,992	200,807	265,626	296,512	366,408	401,103	357,228	353,344	328,828	3,235,492
1885.....	289,445	347,211	432,340	355,045	472,493	410,800	493,882	586,584	541,481	675,446	634,248	679,865	6,825,335
1886.....	475,641	433,279	385,991	412,521	464,507	493,243	466,895	568,589	533,150	599,670	474,056	388,573	5,096,119
1887.....	377,852	380,190	489,565	407,018	465,102	333,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1888.....	404,407	395,251	408,847	388,654	355,255	359,184	343,325	413,484	490,430	484,376	454,081	.....	.....
Chicago and Alton:													
1885.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1886.....	100,991	164,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1887.....	280,503	275,283	299,063	258,490	322,278	355,270	335,985	409,251	401,280	357,986	307,919	236,824	3,440,092
1888.....	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,269	322,638	360,225	325,690	271,247	3,695,153
1889.....	348,787	167,832	235,961	282,165	335,510	342,358	354,244	416,932	408,999	426,762	369,102	330,109	3,392,861
1890.....	259,539	296,490	261,699	270,886	341,181	373,461	405,616	570,363	485,165	480,212	408,062	.....	.....
Chicago, Rock Island and Pacific:													
1885.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1886.....	158,735	175,482	243,150	185,013	198,679	245,178	224,980	307,874	375,880	324,865	350,617	321,037	3,095,470
1887.....	308,554	246,331	289,403	256,580	324,612	321,815	244,121	306,281	389,489	307,523	270,073	201,779	3,313,514
1888.....	241,395	183,885	257,230	209,699	277,500	306,693	238,926	317,977	400,941	425,474	345,023	200,265	3,466,922
1889.....	292,047	224,621	272,454	288,969	297,625	276,681	297,513	444,024	566,408	599,549	442,275	377,053	4,358,514
1890.....	309,597	297,464	276,431	288,700	308,591	306,200	329,900	478,000	544,900	559,900	401,100	351,400	4,541,973
Chicago and Northwestern:													
1885.....	.....	.....	.....	.....	.....	306,100	281,324	296,169	473,188	551,122	435,945	407,688	2,811,544
1886.....	317,839	423,576	421,363	456,830	505,145	480,710	419,306	608,005	729,759	716,378	663,400	563,400	6,114,565
1887.....	541,005	482,164	499,296	486,358	585,925	747,942	702,661	767,508	946,707	936,583	754,871	547,842	7,976,490
1888.....	523,566	399,917	523,745	537,519	558,948	926,983	808,524	797,475	1,006,986	1,200,216	1,010,892	712,859	9,289,430
1889.....	696,147	574,684	765,398	774,279	896,712	883,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,682,737
1890.....	724,890	807,478	850,193	1,094,593	1,211,150	1,107,544	1,091,466	1,285,831	1,515,483	1,574,906	1,135,384	1,001,892	13,443,765
Erie:													
1882.....	699,097	601,505	638,006	626,070	587,416	528,942	595,024	615,962	758,421	885,136	902,906	963,859	8,400,334
1883.....	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1884.....	984,837	934,133	1,114,508	1,099,507	1,072,285	1,041,975	994,317	1,105,394	1,301,005	1,222,558	1,294,090	1,324,217	13,429,643
1885.....	1,001,007	947,144	1,256,506	1,458,455	1,135,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,423,765	15,426,776
1886.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,418,101	1,476,244	1,416,001	1,041,116	14,666,413
1887.....	908,759	917,639	1,139,523	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,294
1888.....	1,031,320	901,762	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1882.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,766	414,543	410,336	372,593	359,463	3,445,827
1883.....	271,085	299,944	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1884.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,339,447
1885.....	571,536	616,665	616,665	616,665	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1886.....	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,263	571,348	661,971	588,219	504,066	6,546,741
1887.....	647,120	471,071	470,271	477,027	516,493	625,242	709,327	738,530	823,901	737,810	618,329	7,180,992	.....
1888.....	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,133	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1885.....	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,068
1886.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	118,504	112,952	123,802	1,011,239
1887.....	94,126	78,976	92,910	92,769	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1888.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,619	125,065	119,169	121,408	1,294,096
Michigan Southern & Northern Indiana:													
1885.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,045	3,302,543
1886.....	256,800	304,445	338,454	330,651	287,126	315,258	278,891	358,862	402,219	407,707	448,934	411,806	4,130,162
1887.....	368,996	368,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,286,727
1888.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	466,655	429,546	352,215	4,660,322
1889.....	311,088	386,872	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,608,808	.....
1890.....	362,021	338,335	381,497	455,983	400,486	368,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:													
1882.....	230,159	156,658	151,902	175,696	186,039	174,002	172,189	216,024	295,956	322,890	307,474	268,634	2,650,702
1883.....	242,073	245,858	236,432	236,432	236,432	206,221	193,328	215,449	308,168	375,489	339,794	306,186	3,108,065
1884.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,940
1885.....	306,324	337,241	401,456	365,693	329,105	413,501	476,661	490,694	447,670	447,670	447,670	447,670	4,520,550
1886.....	282,439	265,796	337,158	343,737	365,190	336,083	324,966	359,646	429,161	493,640	414,604	308,699	4,280,115
1887.....	304,095	375,210	382,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073	.....
1888.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1887.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,610	458,323	5,683,606
1888.....	368,847	350,884	333,281	455,629	565,718	458,094	423,247	522,545	1,023,620	1,037,484	.....	.....	.....
New York Central:													
1882.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,003,344
1883.....	920,272	907,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1884.....	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,792	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1885.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,256	1,117,858	14,676,126
1886.....	1,086,880	895,887	1,135,746	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1887.....	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1884.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,066	346,243	275,950	3,311,077
1885.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,006
1886.....	267,541	246,109	326,236	277,424	283,130	258,925	247,262	305,454	278,701	310,762</			

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NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.					*Indicates that no interest is paid.				
National Securities, Jan. 1, 1909.					Massachusetts—State Almshouse Loan.				
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
Loan of Jan. 23, 1847.....registered	6	Jan. & July.	1867	100	—S. Almsh. and State H. Loan	5	May & Nov.	1872	100
Loan of March 31, 1848.....registered	6	"	1868	100	—Back Bay Land Loan	5	April & Oct.	1873-74	104
Texas Indemnity, of Sep. 2, 1850.....coupon	5	presentation.	Due	100	—Lun. Hosp. (W. Mass.)	5	May & Nov.	1882	100
Loan of June 14, 1855.....registered	5	Jan. & July.	1874	112	—Funding Loan	5	April & Oct.	1888	103
Loan of June 22, 1860.....registered	5	"	1871	118	—Lun. Hosp. and State Prison.	5	June & Dec.	1888	103
Loan of Feb. 8, 1861.....registered	5	"	1871	118	—Union Fund Loan	5	Jan. & July.	1874	120
Oregon War Bonds of March 2, 1861.....coupon	5	"	1881	110	—Lun. Hosp. (W. Mass.)	5	June & Dec.	1877	125
Loan of July 17, 1861.....registered	5	July.	1881	111	—Coast Defense Loan	5	Jan. & July.	1883	107
Loan of Feb. 26, 1862 (5-20s).....registered	5	Jan. & July.	1881	110	—Bounty Fund Loan	5	"	1883	107
Loan of March 3, 1864 (5-20s).....coupon	5	May & Nov.	1882	107	—sterling	5	May & Nov.	1894	115
Loan of March 3, 1865 (5-20s).....registered	5	May & Nov.	1884	108	—Union Fund Loan	5	Jan. & July.	1871-72	120
Loan of March 3, 1865 (5-20s).....coupon	5	May & Nov.	1885	105	—War Loan (currency)	5	Mar. & Sept.	1871-72	100
Loan of March 3, 1864 (10-40s).....registered	5	Jan. & July.	1886	109	—Western R.R. Loan (sterling)	5	April & Oct.	1871-72	100
Loan of March 3, 1864 (10-40s).....coupon	5	"	1887	107	—Eastern R.R. Loan	5	Jan. & July.	1871-72	100
Pacific R.R. Bonds.....(currency)	5	Mar. & Sept.	1904	103	—Southern Vermont R.R.	5	April & Oct.	1871-72	100
Treasury Notes (7-30s) June 30, '81; 2d series	7.5	Jan. & July.	1888	99	—Troy and Greenfield R.R.	5	"	1871-72	100
Gold Certificates of Deposit.....	7.5	presentation.	Due	100	—Michigan—Sault Canal Bonds	5	Jan. & July.	1878	95
Compound Interest Notes (greenbacks).....	358,021,073	At maturity.	3 yrs	100	—Renewal Bonds	5	"	1878	95
United States Notes (greenbacks).....	55,865,000	"	"	"	—Two Million Loan Bonds	5	"	1878	95
Three per cent. certificates.....	34,215,715	"	"	"	—War Loan Bonds	5	"	1886	99
Navy Pension Fund.....	14,000,000	"	"	"	—Bounty Loan Bonds	5	May & Nov.	1890	100
State Securities, Interest.					—Minnesota—State Building Loan	5	Jan. & July.	1877	100
Alabama—State Bonds.....coupon	5	May & Nov.	1872	63	—Railroad Loan Bonds	5	"	1883	100
—State Bonds (extended).....	5	"	1888	100	—Mississippi—State Bonds (Planters' Bank)	5	"	1871-72	100
—State Bonds (funded coup.).....	5	"	1887	100	—Missouri—State Bonds	5	Jan. & July.	1872-83	87
—State Bonds (sterling).....	5	Jan. & July.	1876	100	—Hannibal and St. Joseph R.R.	5	"	1871-86	87
—State Bonds (sterling).....	5	"	1876	100	—Pacific R.R.	5	"	1871-87	87
Arkansas—Bank Loan (real estate).....coupon	5	April & Oct.	1861	100	—Southwestern R.R.	5	"	1871-87	87
—State Bonds (State Bank).....	5	Jan. & July.	1868	100	—North Missouri R.R.	5	"	1871-87	87
California—Civil Bonds of 1857.....coupon	7	Jan. & July.	1877	128	—Iron Mountain R.R.	5	"	1871-87	87
—Civil Bonds of 1860.....	7	"	1880	100	—Cairo and Fulton R.R.	5	"	1871-87	87
—Soldiers Relief Bonds.....	5	Jan. & July.	1871-81	99	—Platte County R.R.	5	"	1871-87	87
Connecticut—War Bonds of May, 1861.....	5	"	1871-81	100	New Hampshire—War Loan of July 1, 1861.....	5	Jan. & July.	1871-87	100
—War Bonds of Oct. 1861.....	5	"	1871-81	100	—War Loan of Sept. 1, 1864.....	5	May & Nov.	1871-87	100
—War Bonds of Nov. 1863.....	5	"	1871-81	100	—War Loan of Oct. 1, 1866.....	5	April & Oct.	1871-87	100
—War Bonds of May, 1864.....	5	"	1871-81	100	—War Loan of July 1, 1866.....	5	Jan. & July.	1871-87	100
—War Bonds of May, 1865 (free).....	5	"	1871-81	100	New Jersey—War Loan of 1861 (free).....	5	Jan. & July.	1871-87	100
Florida—State Bonds.....coupon	5	Jan. & July.	1871-81	100	—War Loan of 1864 (free).....	5	Jan. & July.	1871-87	100
Georgia—State Bonds (Railroad).....coupon	5	Jan. & July.	1871-81	100	New York—General Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Act Mar. 12, '66).....	5	Jan. & July.	1871-81	100	—Bounty Fund Bonds.....coupon	5	Jan. & July.	1871-87	100
—State Bonds (Railroad).....	5	Feb. & Aug.	1878-88	100	—General Fund Bonds.....	5	Jan. & July.	1871-87	100
—State Bonds (Railroad).....	5	Mar. & Sept.	1869	100	—General Fund Bonds.....	5	Jan. & July.	1871-87	100
—State Bonds (Sterling).....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Illinois—Ill. and Mich. Canal.....coupon	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds.....coupon	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—War Loan Bonds.....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Indiana—State Bonds.....coupon	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds.....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Iowa—State Bonds.....coupon	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—War Loan Bonds.....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Kansas—State Bonds.....coupon	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—War Loan Bonds.....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Kentucky—State Bonds.....coupon	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds.....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—Military Bonds.....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Louisiana—State Bonds (Banks).....coupon	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Railroads).....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Schools, etc.).....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Leaves).....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (New).....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Maine—Main Land Debt of '63.....	5	Oct. 1867	1867-72	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—Civil Loans of 1855-56.....coupon	5	Mar. & Sept.	1874-75	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—Civil Loans of 1857-61.....	5	various.	1875-78	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—War Loan of 1861.....	5	Jan. & July.	1871	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—War Loan of 1863.....	5	Mar. & Sept.	1883	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—Bounty Loan of 1863.....	5	Feb. & Aug.	1880	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—War Loan of 1864.....	5	June & Dec.	1889	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Maryland—State Bonds (Balt. & Susq. R.R.).....	5	J. A. J. & O.	1889	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (S. & T.W. Can.).....sterl.	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Balt. and Ohio R.R.).....	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (O. and O. Can.).....sterl.	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (R.R. various).....	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (B. & O. R.R.).....sterl.	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (O. and O. Can.).....	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Ches. & Ohio Can.).....	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Balt. & Susq. R.R.).....	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Ches. & Ohio Can.).....	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—State Bonds (Balt. & Susq. R.R.).....	5	"	1885	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
Massachusetts—Funding Loan.....	5	June & Dec.	1863	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—General Statutes Loan.....	5	Jan. & July.	1870	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100
—Funding Loan.....	5	June & Dec.	1872	100	—Canal Fund Bonds.....	5	J. A. J. & O.	1871-87	100

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	90
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	Jan. & July.	"	1887	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	"	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	804,101	7	Jan. & July.	"	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	659,000	7	April & Oct.	"	1885	....	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	7	— & —	New York.	1916	92	
1st Mortgage (Extension).....	4,000,000	7.3	"	"	1890	....	Central Branch Union Pacific:						
Androscooggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1896	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1898	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (Pennsylvania).....	2,151,500	7*	"	"	1877	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	100
1st Mortgage (Ohio).....	3,740,900	7	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	8
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	15,000,000	6*	Jan. & July.	New York.	1896	97
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	104
2d Mortgage (Pennsylvania).....	757,500	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	102
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	"	1883	....	National Loan.....	15,000,000	6	"	"	1896	99
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	"	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T)	500,000	7	"										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage.....	1,000,000	7	" "	" "	1881	....	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	92½
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1889	80½
1st Mort. (June R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1867	....	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	82½
1st Mort. (June R. R. 2d Div.)..	126,000	7	June & Dec.	" "	1882	....	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	....
1st Mortgage (Clev. and Tol.)..	692,000	7	April & Oct.	" "	1886	....	Sterling Loan \$800,000.....	3,875,520	7	March & Sept.	London.	1876	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	....	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875	....
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.	.....	7	April & Oct.	New York.	1908	74½	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	....
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	....
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81	Rockville Extension 1st Mort.:	150,000	7	Feb. & Aug.	" "	1881	....
2d Mortgage.....	816,000	7	" "	" "	18—	....	Fall River, Warren & Providence:						
Income Bonds.....	1,600,000	7	" "	" "	18—	....	1st Mortgage.....	200,000	7	" "	Providence.	18—	....
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	1st Mortgage, guaranteed.....	100,000	6	" "	Princeton.	18—	....
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	100	1st Mortgage.....	815,000	7	" "	New York.	18—	....
Notes.....	300,000	7	" "	" "	1876	....	Galena and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	90½	2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	....
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	....
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	....	Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	....
Bonds of Nov., 1852.....	397,000	6	Jan. & July.	New York.	1869	....	Grand Trunk (Can.):						
Bonds of Feb., 1854.....	89,000	6	Feb. & Aug.	" "	1869	....	1st Preference Bonds.....	12,575,661	5*	Jan. & July.	London.	18—	....
Bonds of July, 1887.....	93,000	6	" "	" "	1877	....	2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	....
Cumberland and Pennsylvania:							3d Preference Stock.....	3,414,004	4*	" "	" "	18—	....
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	....	4th Preference Stock.....	25,592,860	4*	" "	" "	18—	....
Cumberland Valley:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Postal and Military bonds.....	5,940,000	var	Feb. & Aug.	" "	18—	....
2d Mortgage.....	109,500	8	" "	" "	1904	....	Great Western of Canada:						
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—	....	Government Loan \$573,688.....	2,782,387	6*	" "	Ottawa.	....
Danbury and Norwalk:							Mortgage Bonds \$2615,200.....	2,983,720	6*	" "	London.	73-76	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80	....	Mortgage Bonds \$547,000.....	2,652,950	5*	" "	" "	77-78	....
Dayton and Michigan:							Stock Debentures \$46,700.....	228,500	5*	" "	" "	irred.	....
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	....	Great Western of Illinois:						
2d Mortgage.....	2,589,000	7	" "	" "	1881	....	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	....
3d Mortgage.....	642,000	7	March & Sept.	" "	1884	....	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	....
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94	....	1st Mortgage (General).....	2,500,000	7	" "	" "	1888	90
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	76½
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	Greenville and Columbia:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Income Bonds.....	251,000	6	" "	" "	79 aft	....	1st Mortgage.....	1,000,000	7	" "	New York.	18—	....
Dayton and Western:							Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1831	87
2d Mortgage.....	463,000	6	June & Dec.	" "	....	....	State Loan of 1855.....	1,500,000	6	" "	" "	1885	....
Delaware:							Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1888	110½
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	....
Guaranteed Bonds.....	100,000	6	" "	" "	1875	....	Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	....
State Loan.....	170,000	6	" "	" "	1876	....	Harrisburg and Lancaster:						
Delaware, Lackawanna & Western:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	....
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	Hartford and New Haven:						
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" "	1881	98	Hartford, Providence and Fishkill:						
Des Moines Valley:							1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	" "	1876	....
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....	Hempfield:						
Detroit and Milwaukee:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	Housatonic:						
2d Mortgage.....	1,000,000	8	" "	" "	1884	....	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	....
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....	2d Mortgage.....	96,000	7	" "	" "	1885	....
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....	Houston and Texas Central:						
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	" "	1886	....	Texas State Loan, sinking fund.	432,000	6	April & Oct.	New York.	67-00	....
Detroit, Mon. & Tol. (M.S. & N.I.)							1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	....	Land Mort. S. F. (\$20,000 p. m.)	....	6	" "	" "	1891	....
Detroit and Pontiac (Det. & Mil.):							Hudson River:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	....	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	....
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	....	1st Mortgage.....	1,954,000	7	" "	" "	1869	....
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	" "	" "	1870	101½
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	87½	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104½
1st Mortgage (construction).....	680,000	7	" "	" "	1894	....	3d Mortgage.....	183,000	7	May & Nov.	" "	1876	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	....
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	....
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	....	Consol. Mortgage.....	723,245	7	April & Oct.	" "	1896	....
East Brandywine & Waynesboro:							Illinois Central:						
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	....	Construction.....	5,090,500	7	April & Oct.	New York.	1875	114½
Eastern:							Construction.....	2,499,000	6	" "	" "	1875	....
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	68-72	....	Redemption.....	2,563,000	6	" "	" "	1890	....
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872	....	Redemption, sterling.....	363,000	6*	" "	London.	1875	....
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad)...	214,400	6	Jan. & July.	" "	1876	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	....	1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	....
East Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	....
Tennessee Loan (1866).....	449,830	6	" "	" "	1898	....	Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	" "	" "	1880	....	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	....
Mortgage (new).....	124,900	7	" "	" "	1880	....	Jeffersonville (J. M. & L.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	....
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	....	2d Mortgage.....	....	7	April & Oct.	" "	1873	....
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	....	Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" "	" "	18—	....	1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	....
Edgetfield and Kentucky:							Louisville Loan (endorsement)...	160,000	6	" "	" "	1882	....
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	....	Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.:	600,000	8	Jan. & July.	New York.	1874	....
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½	Joliet and Northern Indiana:						
Plain Bonds.....	579,000	5	April & Oct.	" "	1872	90	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1888	....
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., \$411,000.....	.....	6*	Jan. & July.	London.	18—	....	1st Mortgage, guaranteed.....	900,000	6	April & Oct.	Philadelphia.	1896	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.	When.						Where.				
Kentucky Central:								Mississippi and Tennessee:							
1st Mort. (Covington & Lexington).....	\$128,000	7	—	& —	New York.	1872	....	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.).....	844,000	7	—	& —	"	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	"	1870	....
3d Mortgage (do.).....	236,000	7	—	& —	"	1885	....	Tennessee State Loan.....	317,800	6	"	"	1892	....
Keokuk and St. Paul:								Mobile and Girard:							
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	"	New York.	1887	....	1st Mortgage Bonds.....	\$250,000	6	—	& —	18—	....
Income.....	100,000	7	"	"	"	1887	....	Mobile and Ohio:						
Knorrville and Charleston:								1st Mortgage, Sterling.....	4,503,000	8*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	"	New York.	1898	....	1st Mortgage, Sterling.....	1,689,800	6	Jan. & July.	Mobile.	1882	52
Knorrville and Kentucky:								Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	"	New York.	1890	....	Income of '61, '62, '65 and '67.....	556,421	8	"	Mobile.	1867	19
Tenn. State Loan (new).....	800,000	6	"	"	"	1898	....	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Lackawanna and Bloomsburg:								Interest bonds.....	129,000	8	"	Mobile.	1882	38	
1st Mortgage.....		7	Jan. & July.	"	New York.	1875	....	Montgomery and Eufala:						
1st Mortgage (Extension).....		7	March & Sept.	"	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala.....	100,000	8	March & Sept.	New York.	1886	....
2d Mortgage.....		7	April & Oct.	"	"	1880	....	Montgomery and West Point:						
2d Mortgage (Extension).....		7	May & Nov.	"	"	1890	....	Income Bonds.....	306,900	8	Jan. & July.	New York.	1870	....
Lake Erie and Louisville:								Income Bonds.....	719,500	8	"	"	1876	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	"	New York.	1893	....	Mortgage Bonds.....	5,000,000	7	"	"	1881	92
Lehigh and Lackawanna:								Morris and Essex:							
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	"	Philadelphia.	1897	....	1st Mortgage, Sinking Fund.....	3,000,000	7	May & Nov.	New York.	1914	96
Lexington and Frankfort:								2d Mortgage.....	1,509,000	6	Feb. & Aug.	"	1891	92	
1st Mortgage.....	44,000	6	Jan. & July.	"	Lexington.	'69-'74	....	Nashville and Chattanooga:						
Lehigh Valley:								1st Mortgage, endorsed by Tenn.....	150,000	6	Jan. & July.	New York.	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	"	Philadelphia.	1873	....	Tenn. State Loan.....	426,270	6	"	"	18—	....
New Mortgage, free of taxes.....	1,000,000	6	June & Dec.	"	"	1898	90	Tenn. Coupons Funded.....	2,115,176	6	"	"	18—	....
Little Miami:								Nashville and Decatur:							
1st Mortgage.....	1,489,000	6	May & Nov.	"	New York.	1883	....	Tenn. State Loan.....	205,000	6	Jan. & July.	New York.	'88-'93	....
Cincinnati Loan.....	100,000	6	"	"	Cincinnati.	1880	....	Income Bonds (Tenn. and Ala.).....	2,672,000	6	April & Oct.	Nashville.	1870	....
Little Schuylkill:								Nashville and Northwestern:							
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	"	Philadelphia.	1877	95	Tenn. State Loan.....	792,050	6	Jan. & July.	New York.	'88-'94	....
Long Island:								2d Mortgage.....	246,000	7	"	"	'71-'83	....
1st Mortgage.....	500,000	6	Jan. & July.	"	New York.	1870	....	Naugatuck:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	"	1890	....	1st Mortgage, Convertible.....	600,000	...	Jan. & July.	Bridgeport.	1876	....
Glen Cove Branch.....	150,000	6	May & Nov.	"	"	1893	....	Newark and New York:						
Louisville, Cincin. and Lexington:								1st Mortgage.....	174,000	6	—	& —	New York.	18—</

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	91½	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000	....	7	Jan. & July.	"	1898	89	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	95½	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	76½	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " " " "	573,500	8	May & Nov.	Richmond.	1875	80	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " " "	83,200	8	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	69½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72½	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Virginia State Loan of '58 & '59	249,962	7	"	"	'92-'93	....	4th Mortgage.....	504,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'70	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Richmond and Port Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....	....	7	"	New York.	18—	....
Oswego and Syracuse:							Rich. Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
Pacific of Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Richmond and Petersburg:						
Mortgage construction.....	1,500,000	7	"	"	'68-'70	93	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000	....	6*	Feb. & Aug.	New York.	1888	100	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rockford, R. Island & St. Louis:						
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	1st Mortgage, convertible, S.F. free	....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	Rome, Watertown & Ogdensb.:						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
1st Mort.....	4,972,000	6	Jan. & July.	Philadelphia.	1880	98	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. (Harrisb. to Pittsb.)	2,597,000	6	April & Oct.	"	1875	95½	Rutland and Burlington:						
2d M. stg.....	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	163
General Mortgage.....	60,000	6	"	Philadelphia.	18—	....	2d Mortgage.....	937,500	7	"	"	1863	60
State lien on whole property...	6,375,734	6	April & Oct.	Harrisburg.	1870	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Debentures...	3,400,000	6	"	Philadelphia.	18—	....	Sacramento Valley:						
Pensacola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	91
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	78
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	86½
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½	1st Mortgage (\$15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
1st Mortgage (General).....	6,000,000	6	"	"	1881	85	Equipment Bonds, free.....	....	10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	81	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000	....	8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Noriet:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	2,656,600	6	April & Oct.	Philadelphia.	1870	105½	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	....	General Mort., stg. for £780,000	....	7*	Jan. & July.	London.	18—	....
Bonds of 1866-43-44-48 and 49..	2,497,800	6	"	"	1880	90	General Mort., dol. for \$7,000,000	....	7	"	New York.	18—	....
Bonds of 1857, convertible.....	171,000	6	"	"	1886	....	Salem:						
Bonds of 1886, Sterling.....	182,400	6*	"	London.	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1886, Sterling, conv....	288,000	7*	"	"	'72-'77	....	1st Mortgage.....	226,900	6	"	Boston.	1876	99½
Mort. bonds of '68, clear of taxes	....	7	April & Oct.	Philadelphia.	1893	105	Sandusky and Cincinnati:						
Philadelphia and Trenton:							1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	70
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	2d Mortgage.....	148,000	7	"	"	18—	....
Philadelphia, Wilmington & Balt:							Sandusky, Mansfield and Newark:						
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884	....	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	96	Funded Coupons.....	818,200	7	"	"	1875	....
Bonds of 1867.....	415,000	6	"	"	1887	....	Schuylkill Navigation:						
Pittsburg and Connellsville:							1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
Pittsburg, Ft. Wayne & Chicago:							Schuylkill and Susquehanna:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	2d Mortgage.....	71,000	7	"	"	1870
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912							

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, guar. for \$500,000.	.....	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
1st Mortgage, reconstruction...	2,612,944	5*	Jan. & July.	London.	'71-'85	....	1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £452,912½	262,366	5*	"	Charleston.	'71-'85	....	West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74	....	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	596,500	7	"	"	'68-'72	....	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	88
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany).						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....	Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'63-'71	....
2d Mort., guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	....	Dollar Bonds	936,500	6	"	Boston.	1875	98½
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	....	Western Maryland:						
4th Mort.	314,900	6	"	"	'70-'72	....	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
5th Mortgage	119,000	8	"	"	'63-'69	....	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	94½
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1890	85
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....	2d M. for \$300,000, end. by W. Co.	150,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....	1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	70
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	....	1st M. for \$1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Springfield and Columbus:							Wilma, Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	....
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....	Wilmington and Manchester:						
Steuernville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....	Bonds secured by W. & W. sth.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....	Consol. Mortgage for \$2,000,000.	.....	7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	91½
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....	Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'85-'90	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....	Stg. State Loan	85,333	6	August.	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	84	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	York and Cumberland (N. Cent.):						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	82	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	74	3d Mortgage	500,000	6	"	"	1877	....
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	....	CANAL BONDS.						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	71	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....	Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885	....	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
3d Mortgage	650,000	7	May & Nov.	"	1875	....	Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....	Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage, guaranteed	180,000	6	"	"	1877	....	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"	1897-8	99½	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1866	....
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	....
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	....	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	"	1895	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	79	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37	2d Loan	5,606,122	6	"	"	1884	81
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	101½	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	86½
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92	Convertible Loan	1,201,850	6	"	"	1877	72
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1860	....	2d Mortgage	57,000	6	"	"	18—	....
2d Mortgage	293,200	7	"	New York.	1859	....	Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage	302,750	6	"	"	1876	....
" " 2d class	850,000	7	"	"	1890	....	Boat Loan	232,087	6	"	"	1885	86
" " 3d class	154,000	7	April & Oct.	"	1890	....	North Branch:						
" " 4th class	1,263,000	7	"	"	1890	....	1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons	420,000	7	"	"	....	....	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	....	....	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882	66
State Loan	210,000	6	Jan. & July.	New York.	1891	....	Improvement Loan	1,601,670	6	May & Nov.	"	1876	66
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	....	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872	....	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage	983,000	6	"	"	1884	....	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	55
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	....	Preferred Interest Bonds	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
2d Mortgage	23,500	6	"	"	1879	....	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	....	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1879	....
Income Bonds	138,500	6	"	"	1866	....	Wyoming Valley:						
Funding Bonds (\$1,000,000)	736,000	8	"	"	18—	72	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
Warren:							MISCELLANEOUS BONDS.						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....	American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1880	94½
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....	Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (.....) signify "not ascertained."

Railroad		Rolling Stock		Property and Assets		Abstract of General Balance Sheet		Operations		Earnings		Value of Shares						
Main Line		Branch Line		2d Track and Sidings		Railroad in progress		Engines		Pass.		Freight.		R. M. E.		Car.		
Yrs ending	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	
Sept. 30, 1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887
Oct. 31, 1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887
Nov. 30, 1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887
Dec. 31, 1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887	30	1887
Jan. 31, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Feb. 28, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Mar. 31, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Apr. 30, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
May 31, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Jun. 30, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Jul. 31, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Aug. 31, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Sep. 30, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Oct. 31, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Nov. 30, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Dec. 31, 1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888	30	1888
Jan. 31, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Feb. 28, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Mar. 31, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Apr. 30, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
May 31, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Jun. 30, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Jul. 31, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Aug. 31, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Sep. 30, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Oct. 31, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Nov. 30, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Dec. 31, 1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889	30	1889
Jan. 31, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Feb. 28, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Mar. 31, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Apr. 30, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
May 31, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Jun. 30, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Jul. 31, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Aug. 31, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Sep. 30, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Oct. 31, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Nov. 30, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Dec. 31, 1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890	30	1890
Jan. 31, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Feb. 28, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Mar. 31, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Apr. 30, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
May 31, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Jun. 30, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Jul. 31, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Aug. 31, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Sep. 30, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Oct. 31, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Nov. 30, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Dec. 31, 1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891	30	1891
Jan. 31, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
Feb. 28, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
Mar. 31, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
Apr. 30, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
May 31, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
Jun. 30, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
Jul. 31, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
Aug. 31, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
Sep. 30, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892
Oct. 31, 1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892	30	1892

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet.																									Value of Shares.				
Property and Assets.										Liabilities.					Operations.					Earnings.		Value of Shares.							
Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.			Freight.		Gross.		Net.		Dividends.
Year ending.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	R. M. E.	Car.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P. c.					
Dec. 31, 1897	40.9	23.5	23.5	116.0	21	6	31	276	3,231,358	521,772	1,704,068	1,335,000	2,273,264	68,880	2,342,144	80.0	505,071	760,308	223,446	760,308	223,446	50	50						
Dec. 31, 1897	37.0	32.0	32.0	116.0	21	6	31	276	1,340,260	1,340,260	1,704,068	1,335,000	2,273,264	68,880	2,342,144	37.0	505,071	760,308	223,446	760,308	223,446	50	50						
Jan. 1, 1898	15.0	0.3	0.3	22.0	33	8	21	847	576,109	576,109	1,704,068	1,335,000	2,273,264	68,880	2,342,144	15.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	91.0	46.8	16.0	22.0	33	8	21	847	9,459,025	1,741,141	4,456,000	875,100	7,990,280	2,900,000	9,459,025	91.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	101.0	60.2	148.6	22.0	90	18	10	3,696	11,459,062	2,407,459	4,456,000	875,100	7,990,280	2,900,000	11,459,062	101.0	505,071	760,308	223,446	760,308	223,446	50	50						
Nov. 30, 1897	12.0	0.8	0.6	22.0	2	2	57	Lexington and Big Sandy	258,708	258,708	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Dec. 31, 1897	29.0	2.7	44.7	22.0	2	2	57	Lexington and Big Sandy	654,295	654,295	1,704,068	1,335,000	2,273,264	68,880	2,342,144	29.0	505,071	760,308	223,446	760,308	223,446	50	50						
Jun. 30, 1898	84.2	44.7	24.6	22.0	45	40	24	713	3,775,757	3,775,757	1,704,068	1,335,000	2,273,264	68,880	2,342,144	84.2	505,071	760,308	223,446	760,308	223,446	50	50						
Dec. 31, 1897	15.3	3.0	24.6	22.0	2	2	57	Lexington and Big Sandy	1,496,662	1,496,662	1,704,068	1,335,000	2,273,264	68,880	2,342,144	15.3	505,071	760,308	223,446	760,308	223,446	50	50						
Dec. 31, 1897	94.0	20.0	6.1	22.0	2	2	57	Lexington and Big Sandy	182,680	182,680	1,704,068	1,335,000	2,273,264	68,880	2,342,144	94.0	505,071	760,308	223,446	760,308	223,446	50	50						
Sept. 30, 1897	65.0	6.1	33.7	22.0	8	8	158	Long Island	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	65.0	505,071	760,308	223,446	760,308	223,446	50	50						
Jun. 30, 1898	153.0	163.2	4.5	22.0	14	13	6	220	7,496,258	7,496,258	1,704,068	1,335,000	2,273,264	68,880	2,342,144	153.0	505,071	760,308	223,446	760,308	223,446	50	50						
Jun. 30, 1898	153.0	163.2	4.5	22.0	66	45	22	745	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	153.0	505,071	760,308	223,446	760,308	223,446	50	50						
Jun. 30, 1898	153.0	163.2	4.5	22.0	34	18	7	416	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	153.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	2	2	57	Lexington and Big Sandy	332,883	332,883	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	6	3	53	Macon and Brunswick	600,000	600,000	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	17	8	208	Macon and Brunswick	990,641	990,641	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	17	8	208	Macon and Brunswick	890,327	890,327	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	17	8	208	Macon and Brunswick	1,500,000	1,500,000	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	17	8	208	Macon and Brunswick	825,000	825,000	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	17	8	208	Macon and Brunswick	1,897,502	1,897,502	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	17	8	208	Macon and Brunswick	4,212,201	4,212,201	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	17	8	208	Macon and Brunswick	1,000,000	1,000,000	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	17	8	208	Macon and Brunswick	19,094,702	19,094,702	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	52	21	13	580	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						
Oct. 31, 1897	12.0	2.4	2.4	22.0	55	40	7	526	3,806,599	3,806,599	1,704,068	1,335,000	2,273,264	68,880	2,342,144	12.0	505,071	760,308	223,446	760,308	223,446	50	50						

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Years ending.	Railroad.		Rolling Stock.		Companies.	Property and Assets.			Abstract of General Balance Sheet.				Operations.			Earnings.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Main Line.	Branch Line.	2d Track and Sidings.			Railroad in progress.	Engines.	Pasa.	Freight.	Cain.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Carried one mile.	Gross.	Net.	Dividends.	Market.	P.C.	Par.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Dec. 31, 1867	91.0				102.9					3,802,337		256,380	226,822	3,203,900	437,000	148,777	271,168	91.0	273,412	6,686,623	20,419,002	539,285	243,094	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length of line in single track.	Equipment in progress or projected.	Equip-ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.						Bonded Debt.	Floating Debt.	Gross.	Net.			
			Horses.	2-horse.	1-horse.										
	m.	m.	No.	No.	No.		\$	\$	\$	\$	\$	\$	P. c.		
MASSACHUSETTS															
30 Nov. '67	3.53					Boston and Chelsea	110,000	119,000			8,800	7,396	0.8		37
30 Nov. '67	6.84		268	38		Broadway, Boston	402,468	325,000		64,336	187,427	29,460	9.5		62
30 Nov. '67	23.31					Cambridge	877,894	727,800	150,000	94			9.0		100
30 Nov. '67	3.99		48	8		Lowell (Horse)	66,908	55,830		1,686	27,268	5,538			
30 Nov. '67	12.50		196	32		Lynn and Boston	269,426	200,000	50,000	48,934	154,987	10,087			10
0 Nov. '67	3.60					Malden and Melrose	60,246	200,000	55,758		24,138	10,087			25
30 Nov. '67						Marginal Freight	91,543	91,200							
30 Nov. '67	3.08					Medford and Charlestown	38,600	21,000			23,442	2,240			50
30 Nov. '67	42.99		791	166		Metropolitan (Boston)	1,623,225	1,250,000		183,198	726,709	129,635	10		62
30 Nov. '67	7.21		254	42		Middlesex (Boston)	499,685	400,000	41,539	79,894	188,085	10,087			60
31 Nov. '67	3.25		23	7		Northampton & Williamsb.	300,000	800,000		2,318	14,273	1,126			
30 Nov. '67	2.18		6	2		North Woburn street	27,242	17,300		13,500	868				
30 Nov. '67	4.45		55	9		Quincy	136,840	71,600	66,424	57,592	58,226	10,087			
30 Nov. '67	7.1		50	17		Salem and South Danvers	195,317	150,000	32,400	6,268	38,637	10,087			
30 Nov. '67	3.71					Somerville	75,000	75,000			4,500	4,500	6		39
30 Nov. '67	2.51		12	3		Stoneham street (Boston)	37,300	33,000			8,589	89			
30 Nov. '67	6.84					Suburban	95,000	5,000	(Incl. in Mal. & Melrose.)						
30 Nov. '67	2.76		440	68		Union (Transportation)	203,870	200,000	24,000	117,842	368,851	18,015	6		85
30 Nov. '67	2.76					Winnisimmet	62,152	58,300		238	4,300	3,907	4		
30 Nov. '67	4.08		44	9		Worcester	89,573	75,800							
CONNECTICUT															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	103,000	100,000					8		
31 Dec. '62	8.5		11	3		Hartford and Wethersfield	300,000	300,000							
NEW YORK															
30 Sep. '67	7.37		87	6		Albany	139,414	98,000	40,000		71,861	15,873			100
30 Sep. '67	22.00		53			Bleeker St. & Fulton Ferry	1,746,441	900,000	604,000	44,749	298,418	56,543			100
30 Sep. '67	10.70		57			Broadway (Brooklyn)	286,561	200,000	35,000	10,015	107,736	28,744	8		100
30 Sep. '67	18.00		103			Broadway & 7th Ave. N. Y.	608,318	2,100,000	1,500,000		687,433	253,214	31		100
30 Sep. '67	8.00		17			Brooklyn, Bath & Coney Is'd	166,259	99,850	80,000	85,172	27,253	8,994			100
30 Sep. '67	70.00		207			Brooklyn City	1,800,813	1,500,000	300,000		1,131,899	196,907	12		100
30 Sep. '67	11.30		49			Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852			100
30 Sep. '67	4.12		14			Brooklyn City & Rock. B'd	125,586	107,700	45,000		15,065	6,352			100
30 Sep. '67	21.00		57	22		Brooklyn Central & Jamaica	996,783	488,100	498,810	47,303	192,290	9,470			100
30 Sep. '67	8.15					Buffalo Street	184,367	50,000	60,000	109,500	76,883	24,455			100
30 Sep. '67	1.76					Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	84		100
30 Sep. '67	24.00		121	16		Con't Pk. N. & E. Riv. (N. Y.)	1,629,968	1,031,500	550,000	54,827	531,915	16,288			100
30 Sep. '67	14.82					Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226			100
30 Sep. '67	22.00		201			D. Dock, E. B'd & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5		100
30 Sep. '67	18.00		162			Eighth Avenue	1,420,972	1,000,000	203,000		792,574	189,095	12		100
30 Sep. '67	10.24		49			42d st. & Grand st. Ferry	1,041,204	748,000	260,000		300,959	94,714	5		100
30 Sep. '67	5.50					Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	94		100
30 Sep. '67	3.00					Genesee & Water st. (Syr.)	42,194	42,500			8,765	419			100
30 Sep. '67	8.86					Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900					100
30 Sep. '67	10.00		21			Harlem Br. Morris & Ford'm	227,400	95,900	124,000	7,600	69,603	4,578			100
30 Sep. '67	3.56					Kingston and Rondout	78,510	75,000			27,600	1,520			100
30 Sep. '67	7.00		17			Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000			100
30 Sep. '67	12.20		38			Ninth Avenue	486,295	797,320	167,000		92,671	16,881			100
30 Sep. '67	6.76					Niagara street (Buffalo)	118,088	80,000	40,000	1,247	66,870	3,345			100
30 Sep. '67	10.00		41			Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501			100
30 Sep. '67	16.00					Second Avenue (N. Y.)	1,416,512	800,000	700,000	187,690	458,945	9,470			100
30 Sep. '67	8.37		81			Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		563,166	73,564	10		100
30 Sep. '67	5.33					Skanateles	88,878	67,780	20,000						100
30 Sep. '67	2.07					Syracuse and Geddes	25,039	25,000	25,000		13,075	5,046	20		100
30 Sep. '67	4.37					Syracuse and Onondago	31,000	31,000			6,598	1,176	5		100
30 Sep. '67	18.00		180			Third Avenue (N. Y.)	2,453,404	1,700,000	1,380,000	60,000	1,849,433	222,222	12		180
30 Sep. '67	3.33					Troy and Albra.	71,952	44,150	19,000	11,233	12,446	2,140			100
30 Sep. '67	15.50					Utica and Waterville	301,268	121,172	196,500	1,200	76,179	14,707			100
30 Sep. '67	2.25		4			V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267			100
30 Sep. '67	15.52					Westervilet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9		100
NEW JERSEY															
31 Dec. '62	5.32					Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	6.05	2.50	7			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '62	17.00		150	22		Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	50		
31 Dec. '62	5.80		8			West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA															
31 Oct. '67	9.23		137	26		Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24		50
31 Oct. '67	1.63		10	2		Easton & South Easton	22,422	24,500	500		4,971	428	2		25
31 Oct. '67	10.50					Frankford and Philadelphia	138,267	99,635	50,000	11,664	15,786	10,087			50
31 Oct. '67	16.37		272	40		Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	66,995	6		50
31 Oct. '67	34.25		367	59		Germantown	542,270	112,245	350,000	20,000	234,574	63,582	26		50
31 Oct. '67	5.40		120	25		Girard College (Phila.)	170,864	170,000			112,204	15,978	12		50
31 Oct. '67	4.84		197	33		Green & Coates st. (Phila.)	234,463	150,000	100,000		170,439	9,604	10		50
31 Oct. '67	2.00		18	5		Harrisburg City	67,948	41,995	9,750	2,248	9,777	10,087	25		50
31 Oct. '67	5.20		103	18		Lombard & South st. (Phila.)	162,957	90,000	60,200	7,900	66,529	13,046	25		11
31 Oct. '67	7.25		82	13		Oakland (Pittsburg & E. L.)		59,500	57,718	880	49,980	10,087	50		11
31 Oct. '67	3.00		9	3		Peoples, Luzerne County	34,800	34,800			4,600	2,382	10		50
31 Oct. '67	7.08		277	45		Philadelphia City (O. & W.)	436,911	225,000	150,000	61,911	226,014	58,011	10		50
31 Oct. '67	5.51		50	10		Philadelphia and Darby	250,419	180,000	89,000		38,371	9,452	12		20
31 Oct. '67	8.50		125	19		Philadelphia & Gray's Ferry	286,583	285,307			93,888	23,343	3		50
31 Oct. '67	8.75		163	28		Pittsb. Allegheny & Manch'r	146,895	110,000	35,000	24,916	138,501	22,495	10		50
31 Oct. '67	3.90		71	12		Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,862	21,550	11		50
31 Oct. '67	8.00		53	12		Ridge Avenue & Manyunk	179,635	120,500	63,300		40,799	6,726	2		50
31 Oct. '67	3.96					Schuylkill River (Phila.)	47,463	50,000							50
31 Oct. '67	19.50		489	72		Second & Third st. (Phila.)	487,936	339,007	114,200	68,098	408,156	106,448	184		50
31 Oct. '67	5.82		100	13		17th & 19th st. (Phila.)	114,368	130,000			69,627	11,284	44		50
31 Oct. '67	7.00		104	32		10th & 11th st. (Citizens')	176,049	192,750			131,723	22,160	314		50
31 Oct. '67	6.25		145	28		13th & 15th st. (Phila.)	uncer- tain				208,984	84,648			50
31 Oct. '67	25.00		529	70		Union (Philadelphia)	764,927	400,000	300,000		366,348	42,591	74		50
31 Oct. '67	6.00														

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	7
Atlantic and St. Lawrence* guar.	2,494,000	4	6	7
Baltimore and Ohio, pref.	3,000,000	6	7	7
Berkshire, * guaranteed	600,000	6	7	7
Blossburg and Corning* guar.	250,000	6	6	6
Boston, Concord and Montreal, pref.	1,340,000	6	6	6
Buffalo, N. York and Erie, * guar.	950,000	7	7	7
Camden and Atlantic, pref.	600,000	7	7	7
Catawissa, * pref. and guar.	2,200,000	7	7	7
Cayuga and Susquehanna* guar.	589,110	9	9	9
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7	7
Central Ohio, preferred	400,000	7	7	7
Chemung, * guar.	380,000	6	6	6
Cheshire, preferred	2,017,815	7	7	7
Chicago and Alton, pref.	2,425,400	7	10	145
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	10	10
Chicago and Northwestern, pref.	16,356,287	7	10	84
Cleveland and Mahoning* guar.	2,056,000	7	7	7
Cleveland and Toledo, * guar.	6,250,000	3	3	3
Cocheco, preferred	177,750	8	8	8
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	8
2d pref.	242,000	8	8	8
Delaware, * guaranteed	694,261	6	6	6
Detroit & Milwaukee, * preferred and guaranteed	1,500,000	6	6	6
Dubuque and Sioux City, * preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	7
Eastern (N. H.), * guaranteed	492,500	8	8	8
Elmira, Jefferson and Canandaigua, * guaranteed	500,000	5	5	5
Elmira and Williamsport, * guar.	500,000	5	5	5
Elmira and Williamsport, * preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	65
Hannibal and St. Joseph, pref.	5,253,836	7	7	92
Harrisburg and Lancaster* guar.	1,182,550	7	7	7
Housatonic, preferred	1,180,000	8	4	07
Huntingdon & Broad Top Mountain, preferred	190,750	7	3	3
Joliet and Chicago, * guar.	1,500,000	7	7	7
Joliet and Northern Indiana, * guar.	300,000	8	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	7	7
Leeds and Farmington, * guar.	2,040,100	7	7	7
Little Schuylkill, * guar.	2,040,100	7	7	7
Louisville, Cincinnati and Lexington preferred	211,122	9	9	9
Marietta and Cincinnati, 1st pref.	6,586,135	6	25	25
2d pref.	4,061,744	6	10	10
Manchester and Lawrence*	1,000,000	9	9	9
Michigan Southern, guaranteed	586,800	10	10	10
Mill Creek and Mine Hill, * guar.	328,375	10	10	10
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
2d pref.	1,014,000	7	7	7
Milwaukee and St. Paul, preferred	8,050,892	7	8	8
Mine Hill and Schuylkill Haven, * guaranteed	3,775,000	8	8	8
Mount Carbon & Pt. Carbon, * guar.	282,250	12	12	12
New Haven and Northampton*	1,344,000	2	2	2
New York and Harlem, pref.	1,500,000	8	8	120
Niagara Br. and Canandaigua, * guar.	1,000,000	6	6	6
Northern Eastern (S. C.), preferred	155,000	8	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	79
Patterson and Hudson, * guar.	630,000	8	8	8
Patterson and Ramapo, * guar.	245,000	5	5	5
Penn. and Bureau Valley, * guar.	1,200,000	6	6	6
Philadelphia and Erie, *	5,996,700	10	10	10
Philadelphia and Reading, pref.	1,551,300	10	10	10
Philadelphia and Trenton, * guar.	1,099,120	10	10	10
Pittsfield and North Adams, * guar.	450,000	6	6	6
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	6
Portland, Saco & Portsmouth, * guar.	1,500,000	6	6	6
Portsmouth and Concord*	350,000	7	7	7
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	7
Rochester and Genesee Valley*	557,500	7	7	7
Rutland, preferred	7	7	7	7
St. Louis, Alton and T. H., pref.	2,040,000	7	63	63
Sandusky and Cincinnati, pref.	445,596	6	6	6
Schuylkill Valley, * guar.	570,050	5	5	5
Shamokin Valley & Pottsville, * guar.	899,450	5	5	5
Tol. & Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	7
4 (E. D.) pref.	1,700,000	7	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	7	74
Troy and Greenbush, * guar.	274,000	7	7	7
Vermont and Canada, * guar.	2,500,000	8	8	8
Warren, * guar.	1,408,300	7	7	7
White Mountain, * guar.	200,000	6	6	6
Wright, York & Gettysburg, * pref.	517,050	2	2	2
CANAL STOCKS:				
Delaware Division, * guar.	1,633,350	8	8	8
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,898,997	6	6	38
Union, preferred	6	6	6	6
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	6,774,400	7	7	20
Marquette Mining, pref.	6,774,400	7	7	20

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 40 @ 42 —
Pig, American, No. 1 (good to best).....40 @ 42 —
Pig, American, No. 2.....37 @ 39 —
Pig, American, Forgo.....33 @ 34 —
Bar, Refined, English and American.....90 @ 95 —
Bar, Swedes, assorted sizes.....(gold) 82 50 @ 87 50

STORE PRICES.

Bar, Swedes, ordinary sizes.....@ 155 —
Bar, English and American, Refined.....90 @ 95 —
Bar, English and American, Common.....87 50 @ 90 —
Scroll.....130 @ 175 —
Ovals and Half-round.....125 @ 155 —
Band.....130 @ —
Horse Shoe.....130 @ —
Rods, 1½ to 16 inch.....105 @ 165 —
Hoop.....135 @ 190 —
Nail Rod.....per lb. 9½ @ 10½ —
Sheet, Russia, assorted No.'s.....(gold) 10 @ 11 —
Sheet, Single D. and T. Common.....5 @ 7 —
Rails, English.....(gold) per ton 54 @ 55 —
Rails, American.....76 @ 79 —
Anvils, Eagle.....per lb. 9½ @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast., (2d and 1st quality) per lb. — 13 @ — 23
English Spring (2d and 1st quality).....— 10 @ — 12½
English Blister (2d and 1st quality).....— 11½ @ — 20
English Machinery.....— 13½ @ — 16
English German (2d and 1st quality).....— 14 @ — 16
American Blister "Black Diamond".....— 10½ @ — 16
American, Cast, Tool, do.....— 19 @ — 21
American, Spring, do.....— 10 @ — 13
American Machinery do.....— 10 @ — 13
American German do.....— 10 @ — 13

COPPER—DUTY: Pig Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New.....per lb. — 33 @ — 33
Bolts.....— 33 @ — 33
Braziers.....— 33 @ — 33
Nails.....— 20 @ — 42
Sheathing, &c., Old.....— 20 @ — 21
Sheathing, Yellow Metal.....— 20 @ — 21
Bolts, Yellow Metal.....— 20 @ — 26
American Ingot.....— 23½ @ — 24

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.
Banca.....(gold) per lb. — 30½ @ — 30
Straits.....(gold).....— 28½ @ — 28½
English.....(gold).....— 27½ @ — 27½
Plates—Fair to good brands.....Gold.....—
I. C. Charcoal.....per box 8 50 @ 8 75 11 50 @ 12 —
I. C. Coke.....6 87½ @ 8 — 9 50 @ 11 —
Coke Terne.....6 @ 6 25 8 25 @ 8 75
Charcoal Terne.....8 @ 8 25 11 @ 11 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.
Crude, 40 @ 47 gravity (in bulk), per gall. — @ — 18½
Crude, 40 @ 47 gravity (in shipping order) — 23 @ — 23½
Refined, in bond, prime L. S. to W. (110 @ 115 test) — @ — 30
Refined, Standard White (in ship's order).....— @ — 33
Refined, prime White (in shipping order).....— @ — 34
Refined, S. W. (in merchantable order).....— @ — 32
Naptha, Refined, (60 @ 63 gravity).....— 12 @ — 12
Residium.....per bbl. — @ 4 25

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.
6 by 8 to 7 by 9.....per 50 feet. 7 75 @ 6 —
8 by 10 to 10 by 15.....8 25 @ 6 50
11 by 14 to 12 by 18.....9 75 @ 7 —
14 by 16 to 16 by 24.....10 50 @ 7 50
18 by 22 to 18 by 30.....12 25 @ 8 —
20 by 30 to 24 by 30.....15 @ 9 —
24 by 31 to 24 by 36.....16 50 @ 10 —
25 by 36 to 30 by 44.....17 50 @ 12 50
30 by 46 to 32 by 48.....20 @ 13 50
32 by 50 to 32 by 56.....22 @ 14 50
Above.....25 @ 16 —
(The above subject to a discount of 46@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)
6 by 8 to 8 by 10.....per 50 feet. 8 50 @ 6 25
8 by 11 to 10 by 15.....9 @ 6 75
11 by 14 to 12 by 18.....10 @ 7 50
13 by 16 to 16 by 24.....11 @ 8 —
18 by 22 to 18 by 30.....13 50 @ 9 —
20 by 30 to 24 by 30.....16 50 @ 10 —
24 by 32 to 24 by 36.....18 @ 12 —
25 by 36 to 26 by 40 (3 qts).....20 @ 16 —
28 by 40 to 30 by 48 (3 qts).....22 @ 18 —
30 by 50 to 32 by 56 (3 qts).....24 @ 20 —
32 by 58 to 34 by 60 (3 qts).....27 @ 23 —
(Subject to a discount of 40@50 per cent.)
English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

Th. 31. F. 1. Sat. 2. M. 4. Tu. 5. W. 6

Atlantic M. S. S. Co.....	27			
Boston, Hartford & Erie.....				
California 7s (gold).....				
Canton Co.....49½	49½	49½	49½	50½
Central of N. Jersey.....115	115½	116	114½	114½
Chicago & Alton.....147				148
.. pref.....				
.. 1 M.....	99½			99½
.. S. F.....				
.. Inc. bds.....	92			
Chicago, Burl. & Q.....				
.. 8s, 1883.....				
Chl. & Gt. Eastern 1st m.....				
Chic. & Northwestern 81½	82		81	82½
.. pref.....83½	85		83½	84½
.. 1st M.....90	90½			91
.. Interest.....				
.. S. F.....				
.. Consol.....				
Chic. Rock Isl. & Pac. 118	118½	119½	117½	119½
Chicago & R. I. 7s, 1870.....				
Chl. R. I. & Pa. 7s, 1896 97½				93½
Clev. Col. C. and Ind.....	74	75	74½	
Clev. & Pittsburgh.....83½	84½	84½	83½	84½
.. 2 M.....				
.. 3 M.....				
.. 4 M.....				72½
.. Con.....				
Clev. & Toledo.....101		101½	100½	
.. S. F. 7s.....			100	100
Col., Chl. & Ind. C.....41	45	43½		
.. 1 M.....74½	74½	74½	74½	74½
Cumberland Coal pref.....				
Del. & Hudson Canal.....130	130	130		
Del. Lack. & Western.....				119½
.. 1 M. 7s.....				
.. 2 M. 7s.....				
Erie Railway.....38½	38	38½	39	39
.. pref.....	63	62		62½
.. 1 M. 7s, 1867.....				
.. 2 M. 7s, 1879.....				98
.. 3 M. 7s, 1883.....				
.. 4 M. 7s, 1880.....	86½	86½		
.. 5 M. 7s, 1888.....				
Great Western 2d mort. 70	76	76	76	70½
Hudson River.....134	135½	135		
.. 1 M. 7s, 1869.....			100½	
.. 2 M. S. F.....			101½	
.. 3 M. 7s, 1875.....				
Illinois Central.....	142½	141	141½	
.. bonds.....				
Lake Shore (C. P. & A.) 99		100		
Marietta & Cin. 1st pref.....				
Michigan Central.....116	114	115	114	
.. S. F. 8s, 1882.....				
.. conv. 8s, '69.....				112
M. S. and N. L.....87½	88½	88½	87½	90½
.. 1 M. S. F.....				
.. 2 M.....				
Mil. and P. du Chien.....				
.. 1st pref.....				
.. 2d pref.....				
.. 1st M.....				
Milw. and St. Paul.....89	89½	89	87½	89½
.. pref.....87½	89½	89	87½	89½
.. 1st mort.....				
.. 2d mort.....				
.. 8s.....103				
.. 7 3-10s con.....				
Missouri 6s.....	87½			88
.. H. & St. J. las.....				
Morris and Essex.....	96	96	96	96
.. 1st mort.....96½	96½	96½	96½	96½
.. 2d mort.....92½	92½			
New Jersey R.R. & T. Co.....				
New York Central.....159½	159½	154½	154½	156
.. 7s, S.F. 1876.....				
.. 7s, conv. '76.....				
.. 6s, S.F. 1883.....	90	90½	90	
.. 6s, S.F. 1887.....				
N. York and Harlem.....125½				
.. pref.....				
.. 1 M. 7s, 1873.....			100½	
N. Y. and N. Haven.....				
N. Carolina 6s.....63		62½	64½	62½
.. new 60.....60	60½	60	62½	62½
Ohio and Miss.....34½	34½	33	32½	32½
.. pref.....				
.. 1st M.....				
Pacific Mail S. S. Co.....118½	119½	118½	117½	119½
Panama.....				
Phila. and Reading.....98	98	98		94½
Pitts. Ft. W. & Chicago 113½	114	113½	114½	117½
.. 1 M.....103				
.. 2 M.....				
.. 3 M.....				
Quicksilver Mining Co.....	22	22	22½	
St. L. Alton & T. H.....				
.. pref.....				
.. 1 M.....				
.. 2 M pref.....				
.. Income bds.....				80
Tennessee 6s.....				66½
.. new.....69½	67½	67½	65½	66½
Tol. Wab. & Western. 59	59½	59½	60	61½
.. pref.....	71		74	
.. 1 M. ex.....				98
.. 2 M.....			82	82½
.. Equipment.....			73	74
Virginia 6s, ex-coupon.....			56	56
.. NEW.....			67	67

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 6.

Th.31. F. 1. Sat. 2M. 4. Tu. 5.W. 6

FEDERAL STOCKS:—				
U. S. 5s, 1871, reg.	.....	.....	.....	.....
U. S. 5s, 1871, coup.	.....	.....	.....	.....
U. S. 5s, 1874, reg.	.....	112	112	.....
U. S. 5s, 1874, coup.	.....	.....	.....	.....
U. S. 5s, 10-40s, reg.	.....	106½	106	105½ 106½
U. S. 5s, 10-40s, reg.	.....	.....	102½	103
U. S. 6s, 1881, reg.	.....	.....	109	109 109½
U. S. 6s, 1881, coup.	.....	111½	111½	111 111½
U. S. 6s, '81, O. W. L. y.	.....	.....	.....	.....
U. S. 6s, 1881, " y.	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '82	.....	106½	106	107
U. S. 6s, 5-20s, c. 1882	.....	111½	111½	111 111½
U. S. 6s, 5-20s, reg. '84	.....	.....	106½	.....
U. S. 6s, 5-20s, c. 1884	.....	107½	107½	107½ 108½
U. S. 6s, 5-20s, reg. '85	.....	.....	.....	.....
U. S. 6s, 5-20s, c. 1885	.....	108½	108½	108 108½
U. S. 6s, 5-20s, r. n. '85	.....	.....	107	107½
U. S. 6s, 5-20s, c. n. '85	.....	107½	107½	106½ 107½
U. S. 6s, 5-20s, reg. '87	.....	.....	.....	107½
U. S. 6s, 5-20s, c. 1887	.....	107½	107½	106½ 107½
U. S. 6s, 5-20s, reg. '88	.....	.....	.....	.....
U. S. 6s, 5-20s, c. '88	.....	107½	.....	107½
U. S. 6s, Pac. R. R. issue	.....	.....	9½	99 99½

London Stock Exchange.

Huron	.....	.....	.....	.....	.....
Isle Royale	.....	.....	.....	.....	.....
National	.....	.....	.....	.....	.....
Minnesota	.....	.....	.....	.....	.....
Pewabic	.....	74	.....	.....	.....
Pittsburg	.....	.....	.....	.....	17
Quincy	.....	.....	.....	194	.....

W.30.Th.31. F. 1. Sat. 2.M. 4.Tu. 5.				
Catawissa	preferred	31	32	33 32
Camden and Amboy		129	129	129
..	0s, 1870			
..	0s, 1875			89
..	0s, 1883			88
..	0s, 1889			
..	mort. 0s, '89		92	
Elmira & Williamsport	pref.			
..	7s			
Lehigh Navigation		28		29
..	0s, 1884	81	81	81
..	Gold L	88	88	88
..	R. R. L	83	83	83
Lehigh Valley R. R.		65	65	65
..	0s new			
Little Schuylkill R.R.				95
..	7s			
Minehill				
Morris Canal	pref.	72	72	72
..	0s, 1879			
North Pennsylvania				
..	0s, 1880			
..	7s			
..	10s, 1887			
Northern Central				
Pennsylvania R. R.		54	55	55
..	1st M.			
..	2d M			95
Penn. State	0s, 1st series	105		
..	0s, 2d series	106		
..	0s, 3d series	107		
..	0s, W. L.	101		
Philadelphia City	0s			97
..	new	100	100	100
Philad., Germ. & Nor.				
Phila. & Reading		49	49	49
..	7s, 1893			
Philadelphia and Erie		25	25	
..	0s			
Schuylkill Navigation				
..	pref.			16
..	0s, 1882			
..	0s, 1876			
..	0s, 1872			
Susq. Canal				
..	0s, 1878			
Union Canal	pref.			
..	0s, 1878			
Wyoming Valley Canal				
..	bonds			
Hestonville, (Horse)				10
Chestnut & Wal.				
Green & Coates				
2d and 3d streets		47		
Spruce and Pine				
18th and 15th sts.				

American Railroad Journal.

Saturday, January 9, 1869.

Money has been unexpectedly active and close all the week, under review. The banks, governed by the requirements of quarter day, have been contracting their business, and have been extending very little help to borrowers even on prime collaterals. Private lenders have been "feeding" the market, very shrewdly, and have been enabled to exact usuriously high prices for such accommodations as they have seen fit to give to the street dealers. Bidding for money at the Boards and in the Long Room has been carried on an extensive scale, partly in the interest of operations, desirous of augmenting the excitement in the loan and discount lines and thus of adversely influencing real values, both financial and commercial. This policy has been formally proscribed under severe penalties, by both the Stock Exchange and the Open Board, in resolutions adopted on Monday and Tuesday, since which commendable action, the Money pinch has been rather less severe, and the pressure for aid somewhat less urgent. During most of the week, to the leading street borrowers the price was full 7 per cent. currency, on the public funds, and, in many instances, the

legal rate in coin and a fractional commission on railway and miscellaneous stock collaterals. No considerable movement was reported in the discount line. The nominal rates were 8@12 per cent. per annum, on choice to good grade of mercantile paper. Late on Tuesday, there was a sudden reaction in the market, and the offerings at the legal rate were on the increase. The movement on Wednesday was also more comfortable for borrowers and the prospect is that a return to ease will be the tendency of the market for some time to come. The City Banks, in their last weekly return, show an increase of \$2,795,257 in their specie reserve, \$196,261 in their legal tender average, and \$1,986,693 in their deposit line. The loans have been reduced \$2,252,473, and the circulation has been diminished \$7,500. The U. S. Sub-Treasury has reduced its cash reserve over eleven millions within the week. The January interest and dividend claims, payable on all properties at this centre, have been estimated as approximating \$32,862,500 in gold, and about 19½ millions of currency.

The specie reserve of the city banks is now \$20,736,122, against \$12,724,614 same time last year. The city bank deposits are now \$180,490,445, against \$187,070,786 week ending Jan. 4, 1868. The legal tender reserve amounts to \$48,896,421, against \$62,111,201 same time last year. The circulation now stands at \$34,379,609, against \$24,134,391 same time last year. The loans are now \$259,090,057, against \$249,741,297 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$117,061,000 a day, against a daily average of \$124,385,841 the preceding week, and \$101,861,355 the week ending with Dec. 16, 1868. The current week's exchanges average about \$125,000,000 a day. The city banks, last week, gained \$2,795,257 of specie, \$1,986,693 of deposits, and \$190,291 of legal tender notes. They reduced their loans, \$2,252,473; and their circulation, \$7,505.

National Bank notes to the amount of \$168,020 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$311,556,916, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$11,878,226, leaving, with the existing 1,629 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,678,690. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,016,900; and for the public deposits, \$35,391,850—making a total of \$377,408,250. The Treasury Department last week redeemed and destroyed \$254,300 of worn and mutilated fractional currency, and issued \$338,763 of new. The outstanding amount of fractional currency on the 1st of December, was \$33,875,268, against \$33,413,985 on the 1st of November, 1865.

The average amounts of the Gold Exchange Bank loans and discounts last week was \$1,483,575, average amount of specie \$786,608, average amount of deposits \$1,588,970.

The U. S. Sub-Treasury receipts, week ending with Jan. 2, were \$9,977,025, including \$1,139,182 from customs duties; payments, \$18,106,454 including \$8,100,000 of coin interest; balance

the close of the week, \$82,347,876, against \$90,476,886, at the close of the preceding week, showing a decrease of \$8,129,459. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,907,753 including \$297,866 from customs; and payments, \$2,684,611, including \$1,334,000 of coin interest; on Tuesday, receipts, \$1,239,913 including \$226,000 from customs, and payments, \$1,822,351, including \$840,000 of coin interest. The balance at the close of business on Tuesday stood at \$78,601,922, against \$89,937,195 a week previous; and \$91,054,011, on Dec. 16, 1868.

The aggregate receipts of the Sub-Treasury in December were \$39,511,114; payments, \$37,687,811; balance at the close \$87,901,169, against \$86,077,866 at the close of November.

The outstanding amount of coin certificates on the 1st of Dec., was \$23,255,840, against \$19,716,840 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$3,139,000, and retired \$1,078,181 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached \$7,600,980.

A very moderate revenue was derived by the National Treasury, from all sources, last week. The excises, last week, yielded about 2¼ millions; customs at the port of New York, \$1,139,182, and at the outports about \$400,000 (in coin) more, making the grand total income for the week equal to about \$4,327,895 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 73 millions, according to the latest Washington advices.

Gold has been only moderately active, since our last, and has been more than usually steady in price, the extremes having been 134½@135½, and closing figures on Wednesday 135@135½. The export and customs call has been light. The Sub-Treasury has disbursed about ten millions of coin interest, since the 1st inst. The *Russia* on Wednesday took out \$60,000. The *Rising Star* from Aspinwall, delivered \$589,765 of California treasure. Government received \$6,657,573 from customs at this port in December, against \$5,448,244 in December, 1867.

The total imports of specie at this port from Europe, and other foreign ports year ending Jan. 1, 1869, were \$7,129,747, against \$3,145,592 in 1867. The customs demand for Gold last week, averaged \$239,832 a day; thus far, this week, it has been equal to \$261,933 a day, or equal to a weekly aggregate of \$1,571,598. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$14,290 and from California, \$589,765. The total customs revenue of the Government, in coin, at this port, in 1868, was \$116,471,894, against \$116,958,654 in 1867. At the port of San Francisco, \$8,382,329, against \$7,484,475 last year.

The total receipts of California gold at this port, in 1868, were \$34,559,131, against \$27,677,556 in 1867, showing an increase in 1868, of \$6,881,575. The exports of specie, from this port, last week, were \$222,815, against \$2,787,143 same week last year; total, in 1868, \$70,841,596, against

\$51,801,948 in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$8,100,000; in all 1868, \$82,896,417, against \$61,871,348 in 1867. The specie exports from San Francisco, from Jan. 1, to Dec. 22, were \$34,216,172, against \$40,656,910 same time in 1867.

There has been less activity in foreign exchange, but rates have varied little, closing with rather more firmness for the *Russia* on Wednesday. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@109½, and on Paris to 5.20c.@5.16¼; sight bills on London to 110½@110¾, and on Paris to 5.13¾c.@5.12½. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$1,926,240, against \$2,500,234, same week last year; total, in 1868, \$167,511,245, against \$186,790,025 in 1867.

Government securities yielded a little in price, through the week, under the money pressure, but found ready buyers for cash at the going rates. As the money movement worked more favorably for street borrowers toward the close, the demand suddenly revived, leading to a sharp rally in values on Wednesday, the market closing strong and buoyant. During December the sum of \$6,760,000 in six per cent. currency bonds was issued to the Pacific Railroad Companies, \$4,840,000 being to the Union, and the balance to the Central Pacific.

U. S. sixes of 1881 closed here on Wednesday at 111½@111¾; U. S. Five-twenties of 1862, 111¾@111½; U. S. Five-twenties of 1864 at 108@108¼; U. S. Five-twenties of 1865 at 108¼@108½; U. S. Five-twenties of 1865, consolidated, 107¼@107½; U. S. Five-twenties of 1867, 107¾@107½; U. S. Five-twenties of 1868, 108@108¼; U. S. Ten-forties at 106@106¼; U. S. Six per cent. currency bonds, 99½@99¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 23.	Dec. 30	Jan. 6.
Consols	92½	92¾	93
U. S. 5-20's of 1862...	74¼	74¾	74¾
Erie	26¼	26½	25¾
Ill. Central	95¼	95½	95¾

Railway and miscellaneous stocks have been quite active all through the week, and notwithstanding the severity of the money pinch, prices of all substantial properties have been very well supported, the market closing quite firmly, as a rule, though with some irregularity.

Domestic produce has been more sought after, since our last. Breadstuffs, provisions and cotton have been quoted stronger. Middling upland cotton closed however, less briskly and less buoyantly on Wednesday at 27@27¼ cents per lb. The stock of cotton now here is estimated at about 31,000 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,023,000 bales, against 881,000 bales same time last year; exports, same time 529,000 bales, against 473,000 bales same time last year; stock on hand at latest dates, 307,000 bales, against 326,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports

thence, same time, 1,657,016 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 25,920 pkgs., against 13,801 pkgs., same time last year. From Boston, 8,213 pkgs., against 8,982 pkgs. same time in 1867. At the Live Stock market, this week, Beeves have been in fair demand at from 12@18c. per lb.; week's receipts, 4,089. Veal calves at 9@13c. per lb.; receipts, 574. Sheep and lambs at from 4¾@8½c. per lb.; receipts, 17,307. Swine, active at from 10@10½c. per lb., all live weight; receipts, 5,338. Foreign merchandise has been held with much firmness, as a rule, though the transactions have been on a restricted scale, in most instances. The total imports of foreign dry goods, last week, were \$1,054,593 and the total amount marketed \$800,519. The value of foreign merchandise imported last week, was \$2,130,366—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$3,184,959, against \$3,095,642 same week last year; grand total in 1868, \$244,861,863, against \$238,535,482 in 1867. Freights have been more active, but rates have been lower and irregular. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. 6d.@3s. by steamer, per bbl.; grain at 6¼d.@6½d. by sail, and 7½d. by steamer, per bushel; cotton at ¾d.@¾d. by sail, and ¾d.@¾d. by steamer, per lb.; and heavy goods 20s.@32s. 6d. by sail, and 32s. 6d.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 428.

The New York exports, exclusive of specie, for the week ending Jan. 5, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$2,500,234	\$1,926,240
The imports for the week ending January 2, and since the beginning of the year, have been as follows:		
	1868.	1869.
Dry goods	\$753,265	\$1,054,598
Gen. merchandise	2,342,377	2,130,366
Total for the week	\$3,095,642	\$3,184,959
Previously reported...	235,439,840	241,676,904

Since January 1.....\$238,535,482 \$244,861,863

The balance in the Sub-Treasury on Wednesday was \$80,638,874 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, reg., 107½; do., 6s, 1873, 102; Louisiana 6s, 69; do., Levee bonds, 63¼; Georgia 6s, 78½; do., 7s, 90; Brooklyn 6s, W. L., 97; St. Louis and Iron Mountain 1st mort., 86½; Chicago and Milwaukee 1st mort., 90; Long Dock bonds, 92; Buffalo, New York and Erie 1st mort., 89; Hannibal and St. Joseph pref., 92½; Chicago and Gt. Eastern, 44¾; Oil Creek and Allegheny River R. R., 80; Boston Water Power Co., 14; Brunswick City Land, 10; Adams' Exp. Co., 48; Merchants' Union Exp., 14½; Wells-Fargo Exp., 23; U. S. Exp., 43; Spring Mt. Coal, 40; Central Coal, 50; American Coal, 48; Mariposa pref., 20; do., Tr. 10s, cts., 50; Manhattan Gas, 230; Western Union Telegraph, 34½; Bank of Commerce, 119; Am. Ex. Bank, 114; Park Bank, 147; Central National Bank, 105¼; Fourth National Bank, 101; Ninth National Bank, 108; Bankers' and Brokers' Ass., 100; Merchants' Bank, 120; Bank of North

America, 108; Hanover Bank, 108; Phoenix Bank, 104; Bergen Coal and Oil, 0.06; Buchanan Farm Oil, 0.41; Consolidated Gregory gold, 3.75; La Crosse Gold, 0.10; Montana, 0.45; Quartz Hill Gold, 0.73; Smith and Parmalee Gold, 2.70; Wallkill Lead, 0.11.

Philadelphia.—West Jersey R. R. 6s, 88; Philadelphia 5s, new, 100 $\frac{3}{8}$; Morris Canal Boat Loan, 85; Commercial Bank, 57; Manufacturers' Bank, 81; Mechanics' Bank, 31; Farmers' and Mechanics' Bank, 121. The latest quotations are: City 6s, 96@97; do., free of tax, 100@100 $\frac{3}{8}$; State 5s, reg., 100@100 $\frac{1}{2}$; do., coupon, 95@96; do., 6s, W. L., 101 $\frac{1}{2}$ @101 $\frac{1}{4}$; do., 1st series, 101@102; do., 2d series, 102@103; do., 3d series, 103@104; Reading, 46 $\frac{3}{4}$ @46 $\frac{1}{2}$; do., 7s, 1893, 104 $\frac{1}{2}$ @105; do., 6s, 1880, 91 $\frac{1}{2}$ @92; Camden and Amboy, 129@129 $\frac{1}{2}$; do., mort. 6s, 1889, 91@92; do., 1883, 58@58 $\frac{1}{2}$; Penn. R. R., 54 $\frac{1}{2}$ @54 $\frac{3}{8}$; do., 1st mort., 98@99 $\frac{1}{2}$; do., 2d mort., 95 $\frac{1}{2}$ @96; Little Schuylkill R. R., —@44 $\frac{1}{2}$; Morris Canal, 30@30; do., pref., 71@72 $\frac{1}{4}$; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 12 $\frac{1}{2}$ @15; do., 6s, 57@58; Sch. Nav., 9@10; do., pref., 19@19 $\frac{1}{2}$; do., 6s, 1882, 68@70; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@45; do., 7s, 1873, 90@—; do., 5s, 58@65; Lehigh Coal and Navigation, 29 $\frac{1}{2}$ @29 $\frac{1}{4}$; do., 6s, 1884, 81 $\frac{1}{2}$ @81 $\frac{3}{4}$; do., R. R., Loan, 83@84; do., Gold Loan, 88@88 $\frac{1}{4}$; North Pennsylvania, 35@36; do., 6s, 88@88 $\frac{1}{2}$; do., Chattle 10s, 108 $\frac{1}{2}$ @109; Philadelphia and Erie, 25 $\frac{1}{4}$ @25 $\frac{1}{2}$; do., 6s, 85@85 $\frac{1}{2}$; Minehill, 57@58; Catawissa, 9@11; do., pref., 32 $\frac{1}{2}$ @32 $\frac{3}{4}$; Lehigh Valley, 54@54; do., 6s, new, 90@91; Fifth and Sixth streets, (horse,) 84@87; Second and Third, 48@48 $\frac{1}{2}$; West Philadelphia, 66@67; Spruce and Pine, 25@—; Green and Coates, 33@36; Chestnut and Walnut, 45@50; Thirteenth and Fifteenth, 16 $\frac{1}{2}$ @17 $\frac{1}{2}$; Girard College, 25@26 $\frac{1}{4}$; Tenth and Eleventh, 75@—; Union, 41@43; Hestonville, 10@10 $\frac{1}{2}$.

Boston.—Rutland and Burlington 1st mort., 7s, 163; Vermont and Massachusetts 6s, 92; Eastern R. R. 6s, 1874, 96; do., 1885, 95 $\frac{3}{8}$; Old Colony and Newport, 6s, 1876, 95 $\frac{1}{2}$; Central Pacific 6s, gold, 97 $\frac{1}{2}$; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102; Vermont Central 1st mort., 7s, consol., 78; Cheshire R. R., 6s, 95 $\frac{1}{4}$; Summit Branch R. R., 26 $\frac{3}{8}$; Indianapolis and Cincinnati R. R., 18 $\frac{1}{4}$; Cincinnati, Sandusky and Cleveland R. R., 21 $\frac{1}{2}$; Rutland pref., 80; Boston Water Power Co., 14 $\frac{3}{8}$; Cary Imp. Co., 7 $\frac{5}{8}$; Locust Dale Coal, 5; Ophir (N. S.) gold, 70c.; Maine 6s, 1889, 99 $\frac{1}{2}$; Connecticut 6s, 1894, 99 $\frac{1}{2}$; New Hampshire 6s, 1870@1877, 99 $\frac{1}{2}$; Vermont 6s, 99 $\frac{3}{4}$; Massachusetts 6s, 1871, gold, 124 $\frac{1}{4}$; do., 1872, gold, 120; do., 5-20s, currency, 101 $\frac{1}{4}$; Chicago 7s, sewerage, 99; do., River Imp., 97 $\frac{3}{4}$; do., Municipal, 97 $\frac{3}{4}$; Portland 6s, Building Loan, 98; do., 6s, Water Works, gold, 99; Boston 6s, 1876, currency, 102; Cincinnati 7 3-10s, 1898, 102 $\frac{1}{4}$; Pittsfield 5 $\frac{1}{2}$ s, 1883, 88; Cook Co., Ills., 7s, 96; Roxbury 6s, 1873, 101 $\frac{1}{4}$; Augusta 6s, 1887, 93 $\frac{3}{4}$; Blackstone National Bank, 132 $\frac{3}{4}$; Everett National Bank, 107; Eliot National Bank, 109 $\frac{1}{2}$; Freeman's National Bank, 130; Howard National Bank, 110 $\frac{1}{4}$; Hide and Leather National Bank, 94 $\frac{1}{4}$; Merchants' National Bank, 115 $\frac{1}{4}$; Market National Bank, 109; National Bank of

Redemption, 116 $\frac{1}{2}$; New England National Bank, 130 $\frac{1}{4}$; National Bank of North America, 106 $\frac{3}{4}$; Suffolk National Bank, 119 $\frac{3}{4}$; State National Bank, 109; Traders' National Bank, 102 $\frac{1}{4}$; Third National Bank, 126; Tremont National Bank, 122 $\frac{1}{4}$.

Baltimore.—Memphis City 6s, 49 $\frac{1}{2}$; Maryland Defense Loan, 98 $\frac{1}{4}$; Virginia 6s, old, reg., 45; do., coupon, 55; do., 6s, 1867, reg., 49; Parkersburg R. R., 25; Orange, Alexandria and Manassas bonds, 76 $\frac{1}{4}$; do., 2d mort., 8s, 80; Central Ohio 1st mort., 86; Richmond and Danville bonds, 69 $\frac{1}{4}$; Western Maryland 1st mort., unendorsed, 75; do., 2d mort., endorsed, 85; Baltimore Copper, 49; Gardner Hill, 0.40; Marine Bank, 33; Mechanics' Bank, 11; Peoples Bank, 17. The latest quotations are: Balt. and Ohio, 120@120; do., 6s, 1875, —@94; do., 1880, —@94; do., 1885, 94@94 $\frac{1}{2}$; Northern Central, 48@48 $\frac{1}{4}$; do., bonds, 1885, 83@—; do., 1900, 83 $\frac{3}{4}$ @84 $\frac{1}{2}$; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@96; do., 2d mort., 90@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@91 $\frac{1}{2}$; do., 2d mort., 72 $\frac{3}{4}$ @73; Central Ohio, 31 $\frac{1}{2}$ @32 $\frac{1}{4}$; do., 1st mort., 85 $\frac{1}{2}$ @86; Western Md. 6s, 1890, 75@—; do., guar., 91@94; do., 2d mort., guar., 85@—; Richmond and Danville bonds, 69@69 $\frac{1}{2}$; Baltimore 6s, 1875, 94@94 $\frac{1}{2}$; do., 1886, 92@93 $\frac{1}{2}$; do., 1890, 94@94 $\frac{1}{2}$; do., 1893, 95@96; do., 6s, 1838-'70, 73@77; City Passenger R. R., 17@18 $\frac{1}{2}$; George's Creek Coal, 66@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.90@3.00.

It is proposed to make an effort to build the Kansas City and Santa Fe Railroad as far as Emporia, to which place (about seventy miles) the road is to run by way of Olathe, Gardner and Ottawa. The Ft. Scott road from Kansas City to Olathe is already built, and is it now proposed to submit to the citizens of Johnson County, Kansas, (in which county Olathe is situated) a proposition to vote \$100,000 in bonds in aid of the Santa Fe Road.

The Richmond (Va.) *Examiner* says that the Auditor of Public Accounts reports that the collections made by the Sheriffs of the State have been very satisfactory, and that there is now in the treasury \$520,000. The interest on the State bonds held in foreign countries has been provided for and paid.

The Lehigh Valley Railroad Company has given official notice that hereafter all editors, schoolmasters, and ministers of the gospel will be passed free of charge over that road upon showing their certificates of office.

The contract for building the Railroad Bridge over the Missouri River at Leavenworth, Kansas, has been let to L. B. Boomer & Co., of Chicago. The work is to be commenced by the 1st of February, and completed in eight months.

James Tillinghast has been appointed General Superintendent of the New York Central Railroad.

The Dutchess and Columbia Railroad has been leased to the Boston, Hartford and Erie company for ninety-nine years, at \$200,000 per year, which is equal to about 7 per cent. interest on the cost of the road.

TO CAPITALISTS AND INVESTORS

The First Mortgage 7 per cent. Bonds
OF THE
Rockford, Rock Island and St. Louis Railroad Co.,
PAY BOTH
PRINCIPAL AND INTEREST IN GOLD,
And are free of Government Tax.

This enterprise has long since past the point at which its completion could be considered doubtful. Nearly half the line is substantially ready for the rails, and contracts are in progress for large quantities of iron, and an adequate supply of rolling stock. The rails for the division connecting the Company's coal mines with the Chicago and Northwestern Line are all on the ground, and being rapidly laid; so that the Company will shortly be delivering their coal, for which they have contracts covering all they can mine this season.

THE CAPITAL STOCK,

FIXED AT

NINE MILLIONS,

is already largely subscribed for, and the remainder is going into the hands of individuals along the route, or being taken by the counties and towns through which the road passes.

THE ENTIRE CAPITAL

will, without doubt, be soon taken, and the subscription closed.

THE BONDS ARE A FIRST AND ONLY LIEN of \$21,000 per mile upon 400 miles of railroad, traversing

THE RICHEST AND MOST POPULOUS DISTRICT

of Illinois, upon the Company's franchises, and property of every description, including 20,000 ACRES OF VALUABLE COAL LANDS, partly owned in fee and partly leased for 50 years, and estimated to contain

ONE HUNDRED MILLION TONS OF COAL

Each bond is for \$1,000, or £200 sterling, and is convertible into stock of the Company at the option of the holder. The interest is payable on Feb. 1st and Aug. 1st.

The Trustee for the Bondholders is the Union Trust Company of New York. Arrangements have been perfected by which a considerable part of this Loan is likely to be placed in Europe, and only a small portion of the issue will remain to be disposed of at home.

Parties subscribing at once will secure the Gold premium on the coupon of Feb. 1st, which is equal to a reduction of one per cent. on the price of the Bonds.

We are authorized to offer what remains of these Bonds at 97 $\frac{1}{2}$ and accrued interest in currency; at which price, considering the soundness of the enterprise and the ample security of the Loan, the Bonds must be regarded as the CHEAPEST AND BEST INVESTMENT ON THE MARKET.

Other approved Securities received in exchange at market rates.

Pamphlets giving full information sent on application.

The Bonds may be had of

H. H. BOODY, TREASURER,
12 WALL STREET,

and of

HENRY CLEWS & CO., BANKERS,
32 WALL ST., N. Y.

Arrivals at New York during 1868.

The following is a statement of the arrivals of vessels at the port of New York during the past year, distinguishing the class and nationality, and comparing it with the arrivals for 1867, from which it will be seen that the number of American vessels has increased 291, while the increase in the total number of arrivals is but 185:

	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.	Total.
American.....	204	204	264	223	344	359	446	535	547	774	1,804	2,096	2,096
British.....	363	365	181	102	375	378	886	771	867	426	2,141	2,032	2,032
N. German....	91	109	60	49	164	162	53	63	2	6	370	370	370
Italian.....	..	..	1	3	25	40	17	18	20	3	74	78	78
Norwegian....	..	..	8	3	41	71	48	20	1	3	67	94	94
Danish.....	..	..	1	3	14	9	26	26	1	3	41	38	38
French.....	..	..	1	1	7	2	7	3	1	1	40	29	29
Dutch.....	..	..	1	1	10	8	21	15	3	1	32	29	29
Swedish.....	..	..	1	1	7	8	16	11	1	1	29	21	21
Spanish.....	..	..	1	1	7	8	18	16	1	1	26	9	9
Portuguese....	..	..	1	1	7	8	9	3	6	3	19	8	8
Austrian.....	..	..	1	1	7	8	4	4	6	3	15	15	15
Argentine.....	..	..	1	1	7	8	4	4	6	3	15	15	15
Brazilian.....	..	..	1	1	7	8	4	4	6	3	15	15	15
Haytian.....	..	..	1	1	7	8	4	4	6	3	15	15	15
Venezuelan....	..	..	1	1	7	8	4	4	6	3	15	15	15
All others.....	..	..	1	1	7	8	4	4	6	3	15	15	15
Total.....	678	694	478	390	1,020	1,055	1,572	1,499	983	1,223	4,676	4,861	4,861

From the Washington Chronicle.

Railroads to the National Capital.

The interest now taken by the people of Washington, Georgetown, and Alexandria in respect to railroads to and from the capital induces me to offer some suggestions on the subject. It is proposed to embark the cities of Washington and Georgetown as shareholders in the roads. This is well, providing it can be done in a way that will be certain to yield the cities a good dividend on their stock in addition to the immense advantages that would result in the new creations of property and increase of business. I propose to elucidate how it can be done with good dividends on every dollar invested.

There is one route, among the best natural freight routes in the United States—much better than the New York Central, as that lies on the Erie Canal, and is subjected, for seven months in the year, to the effective competition of that great channel of commerce. The route I allude to is from Washington to Lynchburg, or, in other words, the line of the Orange and Alexandria road. By establishing a freight route on this line it can be made to pay, and pay well. Please turn to the map and observe the great amount of way traffic it would command from agricultural products, lumber, lime, and other fertilizers. It would commence with the Tennessee road as a feeder—further north the road coming in at Charlottesville; and still farther, the Manassas Gap and Warrenton Junction, with the extensions of a system of roads from the West, to drain the commerce of a country twice as large as Virginia.

It is needless to say that this vast mineral region, with its manufacturing power combined

with agriculture, would afford more tons of freight than pass by rail in Illinois, Indiana, Wisconsin, and Michigan. The freights are there, illimitable in supply, incapable of exhaustion, and are only awaiting development by some agency competent to handle them. Were a double track road established between Washington and Lynchburg, open to free competition in transporting, moving freights at eight miles per hour, with a capacity on this plan for carrying 15,000,000 tons each way, at a cost of sixty-five cents per ton for each hundred miles, my opinion is that it would be made to carry more tons than now pass on the New York Central, Erie, Pennsylvania, and Baltimore and Ohio, all put together. The road would have a power of development somewhat approaching the immense resources that would supply its patronage.

In the plan for a national system of cheap-freight railways it is not contemplated that the company owning the road bed should engage in transportation, but merely to own and keep the road in repair and collect its tolls, like the Erie Canal. Outside parties would put on the equipments or rolling stock, and free competition in carrying would keep freights below the point of extortion; besides, on a freight road, graduated on the cheap-freight plan, such would be the greatness of its patronage that it would be impossible for any one company to attend to and properly take care of the details of transportation.

Baltimore, should that city co-operate by continuing the route through to that point, would be privileged to put on all the rolling stock it pleased, and in all probability would avail itself of its facilities. In such event the writer predicts that Baltimore would reap a better harvest from the suggested freight thoroughfare than she has ever received, or would be capable of receiving from the Baltimore and Ohio road under its present plan of management. But what effect would this have upon Washington? Just this: Whilst Baltimore would be privileged to take all it could receive and handle, Washington would have the same opportunity. In the meantime the proprietorship of the road bed would be sure to get dividends.

Another view: Establish this thoroughfare on the cheap-freight plan, and scarcely a ton of freight would cross the road to go to Norfolk or Richmond, unless, peradventure, they put their competing roads on the same plan. In such case they would carry to the coast in that direction all they pleased, and who would be hurt by it? Not the road from Washington to Lynchburg, for their supply of patronage would continue just as boundless as ever, inexhaustible from its very nature.

The State of Virginia has it in her power, by adopting the cheap-freight plan of railways, to get more powerful agencies for developing her resources in three years than any other State now possesses or could ever attain on the old plan of meagre commerce and high charges. The natural wealth of Virginia is untold and incalculable. She wants capital, enterprise, diversified industries, and population. She can have them all at an early day by a considerable effort in the right direction.

The writer will premise that one double-track cheap-freight railway can be made worth more to the agricultural, mining, mechanical, and commercial interests of a State than half a dozen of the feeble, one-horse, rickety concerns where the folly is perpetrated of making travelers, trunks, and handboxes go three times as fast as the business of the country; besides, with decent charges for freight it can be made about three times as profitable to the road itself. This last proposition the writer proposes to elucidate by a little data of general application.

It is well known to those who have examined into the subject faithfully that the freight traffic over good routes yields nearly the whole net revenue. Take for example the "New York Central" and "Erie" for the year 1866. In the reports to the Legislature, sworn to by the officers of these companies, the accounts stood thus

NEW YORK CENTRAL.

Receipts for freight.....\$9,671,920
Operating expenses on freight traffic... 7,123,355

Net profit on freight traffic.....\$2,548,565
Receipts on passenger traffic.....\$4,360,249
Operating expenses on passenger traffic 4,272,318

Net profit on passenger traffic..... \$87,931
ERIE ROAD.

Receipts for freight on this road.....\$11,611,023
Operating expenses on freight traffic.. 9,027,299

Profit on freight traffic.....\$2,583,724
Operating expenses on passenger traffic.\$3,714,889
Receipts from passengers..... 3,593,966

Loss on passenger traffic..... \$130,922

It is to be presumed that these sworn reports are approximately correct. If so, both of these roads, by combining freight and passenger traffic at irregular and unequal rates of speed, have failed to utilize more than one-seventh of their commercial capacity. The "baggage-smashing" department of their business, in the aggregate, has proved a loss, while the commerce and producing interests have failed of adequate accommodation, and the profits of production have been eaten out by exorbitant charges on transit. What is true of these roads is approximately true everywhere. There is scarcely an exception to the general rule.

Washington is the political capital of the nation. It congregates more of interest, talent, and intellectual attraction than any other city of equal size on the globe. There is a growing desire plainly manifest for people of wealth and refinement to acquire residences in the city containing the national Capitol; but something else of much greater interest in a material or property point of view must be added. Commerce and trade, manufacturing, the mechanical industries, and a general business must be grown up. This can all be added with a rapidity that would prove astonishing, when the effort is made in the right direction and the people of the old District confer together, affiliate in enterprise, and pull together. We may increase the population in ten years to half a million, and, what is of much more importance, have the permanent foundation laid for feeding and sustaining it. Shall we try?

LORENZO SHERWOOD,
Pres. Nat. Cheap-Freight R. League.

Railroads in Italy.

At the recent opening of the railroad from Genoa to Chiavara, the Italian Minister of the Interior stated that in 1859, the length of the railroads in Italy amounted to 1180.6 miles. In 1869, the railroads will have increased to 3293.3 miles, and in 1870 to 4163.2 miles. The line running round the Gulf of Genoa, it is anticipated, will soon be completed, and form a direct connection between France and Central Italy. The road to the extreme southern point of the peninsula, it is believed, will be completed at the same time that the Mont Cenis tunnel is finished.

The Owensboro and Russellville Railroad Company will, at an early day, put under contract the road as far as Livermore on Green river, and while the bridge over Green river is being built, will press on the road to Greenville, in Muhlenburg county, where it will intersect the Elizabethtown and Paducah road, some forty miles from Owensboro.

The officers of the Morris and Essex Railroad Company for the ensuing year are: President, Theo. F. Randolph; Vice President, Percy R. Pyne; General Manager, John Brisbin; Chief Engineer, John Harris; Auditor, H. W. Millee.

The tunnel under the Chicago river, known as the Washington street tunnel has been completed and opened to the public. The contract price was \$328,500. The length of the work is about 1,605 feet; of the retaining walls of the open approach on the west side, about 320 feet, and 275 feet on the east side. The length of the main archway, or covered way, is 932 feet. There are three archways leading through the tunnel; one is for foot passengers, and two for teams and horses.

The Boston and Albany Railroad Company will pay on demand at par the Albany City bonds guaranteed by the Western Railroad corporation not yet due.

Debt of Virginia.

The following is an exhibit of the debt of the State of Virginia, as it stood on the 30th of November, 1868:

OLD REGISTERED DEBT.

Registered debt Oct. 1, 1867, as per report	\$22,004,298 88
Increased since:	
Converted into bonds of the State—act March 23, 1860, to date.....	\$83,980 00
Advertised to be redeemed by sinking fund, and not called for to date, but by act April 1, 1867, directed to be placed to credit of the parties.....	15,879 00
Issued to J. Neeson, attorney, &c.....	500 00
	100,359 00

Total Nov. 1, 1868,.....\$22,104,657 88

Deductions since Oct. 1, 1866:

Purchased from sale of the Dismal Swamp Canal Company's stock	\$24,839 98
Transferred to Commonwealth by Winchester and Potomac R.R. Co. (5 per cent.) and cancelled.....	45,000 00
Surrendered by the Norfolk and Petersburg Railroad in part payment of loan of \$300,000.....	60,500 00
Surrendered by the Richmond & Danville Railroad Co., under Gen. Stoneman's order in part payment of interest due by said company.....	16,969 00
	147,308 98

Balance

The sinking fund was.....	\$1,729,315 46
Literary fund was....	248,000 00
	1,977,315 46

Outstanding Nov. 1, 1868

OLD COUPON DEBT.

Five per cent. sterling, payable in London, £373,000, estimated at \$5 per £.....	\$1,865,000 00
Six per cent. bonds payable in New York	\$11,108,000 00
Lost at sea, steamer Arctic.....	145,000 00
	10,963,000 00

Total coupon debt.....\$12,828,000 00

Total old registered and coupon bonds.....\$32,808,032 94

INTEREST FUNDED.

Dated Jan. 1, 1866:

Coupons.....	\$1,301,500 00
Registered	1,686,305 77
	\$2,987,805 77

Dated Jan. 1, 1867:

Coupons.....	\$2,144,500 00
Sterling.....	466,240 00
	\$2,610,750 00
Registered	1,194,495 51
	3,805,245 41

Total Nov. 1, 1868

TO BE FUNDED.

Amount of coupons to be funded..	\$263,320 00
Registered debt to be funded.....	615,228 91
	\$878,548 91

James River and Kanawha Company guarantees yet to be converted..	230,880 00
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Total Nov. 1, 1868.....\$1,109,428 91

BONDS GUARANTEED BY THE STATE.

James River and Kanawha Canal Co.....	\$230,880
Chesapeake and Ohio Canal.....	500,000
City of Petersburg.....	823,500
Virginia Central Railroad	100,000
Richmond and Danville Railroad.....	200,000
City of Wheeling.....	366,000
Alexandria Canal.....	15,000

Total Nov. 1, 1868

East Tennessee and Western North Carolina Railroad.

Let the reader draw a straight line from Louisville or Cincinnati to the nearest point on the Atlantic coast and he will find the eastern terminus of the line to be at or near Wilmington N. C., and the projected road from Johnson's depot, on the East Tennessee and Virginia Railroad, to Morganton, N. C., to constitute an important link in the great chain. Wilmington presents a fine harbor, and with this great line, connecting directly the waters of the Ohio and the Atlantic, completed, would at once become the entrepot of Western commerce and transatlantic importation. A large portion of the West will find its natural and most reliable outlet to the Atlantic by this route. The local benefits of this great enterprise, viewing it simply as a State improvement, are various and important. Aside from the fact that this rail communication will open to us the natural market for our products by a route cheaper and more direct than any other, it will tend more than any existing line to the development of the vast treasures of mineral wealth—iron, copper, lead, manganese, kaolin, steatite, &c., &c., which are known to exist in that part of the great Appalachian chain traversed by this road. Under the magic influence of such a system of improvements these mineral deposits would be developed and become the source of a large revenue both to the road and to the State. The sound of the pick and the sledge in the mines and the humming, whirring, clattering roaring machinery will be heard all along the Doe when this road is done. In all our rambles we have never seen a stream which supplied such abundant power for manufacturing purposes. With such a line completed, with the vast mineral wealth referred to existing in the contiguous mountains, with water power so abundant and so cheap, and yet, with all our vicinage to the cotton growing States, why should we not become to the rest of the South what New England is now to the Union?

The section of fourteen miles on Mr. Simmerly's road was let, we believe, last summer, and three-fourths of the work is already completed. The approaches to the tunnel, through the mountain above Elizabethtown, are finished and a regular day and night force is now engaged on each side of the tunnel. This, it is expected, will be completed and the track laid to this point by the

the 1st of June next. The tunnel will be some 275 or 300 feet in length. Cross-ties are being furnished and the whole work is in a state of forwardness highly creditable to the energy and general efficiency of the president and engineers. —Jonesboro' Flag.

Memphis and Selma Railroad.

The great trouble in the way of building railroads, as in all other human enterprises, is the want of funds. This difficulty does not seem to embarrass the directors of the Memphis and Selma Railroad. When the gentlemen who have this great project in hand begin to reduce their calculations to a practical basis they will find that the cheapest route is the only feasible one, and that the object of the enterprise is not so much a grand railroad incorporation as to make Memphis the entrepot of the commerce between the East and the West, to give it direct communication with the growing port of Savannah, and to open up to the wealth and prosperous regions of Mississippi and Alabama her advantageous markets.

If these ends are accomplished nobody cares what are the instruments employed—whether the Mobile and Ohio Railroad, and other established roads, are made available or new roads built entire—except in this, that all interested, who are to be taxed or to subscribe stock, will insist that the cheapest and most economical route be determined upon. This common sense route, undoubtedly, is to build a direct road from Memphis to Okolona, or some other available point on the Mobile and Ohio Railroad, making use of that road to Columbus, Miss., and thence continuing connection on to Selma. This plan avails the building, at least for the present, either of far the most costly portion of the road, through hills and over streams, and in a section where the donations to the road can bear no proportionate value to the cost of construction or the absurdity of running a road nearly parallel to the Mobile and Ohio Railroad, intersecting it at Okolona and Columbus, and procuring no extra trade or advantages which would not be reached through the Mobile and Ohio Railroad. No section would be slighted or no interest injured by this plan. Monroe County, Miss., will build a branch road to the Mobile and Ohio, which will be as much of a job as the citizens of that county will care to pay for at one time; hereafter a great road running into the iron regions of Alabama will satisfy and give to Aberdeen the importance that it deserves. So much can be said in favor of this route, the rapidity with which it can be constructed, its advantages to the incorporators of the new road, its assistance to the Mobile and Ohio, the regions unexplored by the locomotive that it will penetrate, that the mere suggestion of the plan should commend it to the favor of all who are interested in this important project.—Columbus (Miss.) Index.

The contractors for the construction of the section of the Adirondack railroad required to be completed before January 1, 1869, finished laying the tracks on Christmas day. This extension carries the road a short distance from Warrensburgh.

Regular trains are now running on the Squankum and Freehold Railroad, in New Jersey, between Farmingdale and Freehold. It is operated by the Freehold and Jamesburg R. R. Co.

Track laying on the St. Louis and Iron Mountain Railroad has been completed to a point three miles beyond Farmington in St. Francois county, Mo.

The engineers of the Rockford, Rock Island and St. Louis Railroad have just completed the survey from Coal Valley to Macomb, a distance of 93 miles.

Mr. J. J. Lawrence has been appointed General Superintendent of the Alleghany Valley Railroad.

Portland and Rutland Railroad.

At a meeting of the committee of the corporators of the Portland and Rutland Railroad Company held at Portland on the 24th of December, 1868, among other things, it was

Resolved, That the Chairman and Clerk issue certificates in due form for all moneys advanced for preliminary expenses including the surveys of the line.

Resolved, That in view of the importance of the Portland and Rutland Railroad to the commerce of Portland, and to the business of the whole State, it may be desirable to obtain further legislation at the next meeting of the Legislature of Maine, and Messrs. Poor, Libby and Farmer were appointed a sub-committee to prepare a memorial to the City Government of Portland, asking aid to the Portland and Rutland Railroad Company.

Resolved, That said committee prepare a memorial to the Legislature of Maine, asking State aid to said Railroad.

The following votes were also adopted:

Whereas, the construction of the transcontinental railway from the Atlantic to the Pacific Ocean at the widest part of the Continent, connecting Halifax, St. John, Bangor, Portland, Rutland, Buffalo, Detroit, and Chicago by the most direct practicable route, is a measure of paramount importance to the commercial interest of the whole country, shortening the transit between the Eastern nations and Europe, and changing the course of trade from China to London; and

Whereas, lines of railway are built or in progress, over the entire route from the city of Halifax, Nova Scotia, to the Pacific Ocean, with the exception of the links in Maine, New Hampshire and Vermont between Portland and Rutland, for the construction of which charters have been granted by said States, and a portion of the means already provided by individual and Municipal subscriptions; therefore it is hereby

Resolved, That as the sense of this Committee, the general Government should aid the construction of a work of such vast National and International importance as a transcontinental railway by the most direct route across the widest part of the Continent from the Atlantic to the Pacific Ocean.

Resolved, That Messrs. Neal, Poor, Adams, Deering and Sweet, be a committee to prepare a Memorial to Congress, setting forth the claims of the "AMERICAN TRANS-CONTINENTAL RAILWAY."

Whereas, it is desirable to call the attention of the exporters of Western produce to the advantages of Portland harbor, as the cheapest port upon the Atlantic sea board, for the reception, distribution and exportation of merchandise by its well known harbor accommodations in the shape of piers, wharves and docks, with ample railway tracks alongside sea going vessels; and

Whereas, the construction of an additional line of railroad by the direct route from Portland to the valley of Lake Champlain, will afford cheaper transportation to tide water for produce coming over roads, extending from the basin of Lake Champlain westward, than is now afforded by existing lines to Boston and New York; therefore

Resolved, That a committee be appointed on behalf of the corporators of the Portland and Rutland Railroad to visit Chicago, Detroit, Buffalo, Oswego, Rutland and other places between Chicago and Portland, with a view of concentrating public attention and directing business upon the proposed line. Said committee to have authority to fill vacancies and add to their number at their discretion.

Resolved, That said Committee have authority to enter into arrangements with any other railroad company or companies for the purpose of carrying out the building of said line from Portland to Rutland, and of securing such consolidation of interests, and such co-operative action on the part of other railroad companies as to allow the working of the entire line from Rutland to Portland under one management, or in such a manner as to allow the most entire freedom of transit between Portland and the West.

Resolved, That the Board of Trade of Portland be respectfully invited to take into consideration at the earliest practicable period, the question of cheap transportation between the Atlantic seaboard and the interior, and that a copy of the foregoing preamble and resolutions be respectfully laid before said Board.

The Chairman laid before the committee a despatch from Jos. A. Wing, Esq., of Montpelier, announcing the unanimous vote of that town in favor of subscribing for stock to the Montpelier and Wells River Railroad. Thereupon,

Resolved, That the Chairman be instructed to assure the friends of the Montpelier and Wells River Railroad Company, that the line from Portland to the line of the Boston, Concord and Montreal Railroad will be completed, so that a connection with the Boston, Concord and Montreal Railroad at Wells River Junction will ensure a line from Montpelier to Portland.

Resolved, That copies of these proceedings be also sent to the Vermont Central Railroad Company to the Boston, Concord and Montreal Railroad Company, to the New Hampshire Central Railroad Company and to the Ogdensburg and Lake Champlain Railroad Company, inviting co-operative movements so as to form a connected line of railroad between Portland and Ogdensburg by this route, which, with less line to build, has easier grades than any other line from Ogdensburg to the seaboard.

Attest: JOHN NEAL, Clerk.

The stockholders of the Concord and Manchester and Lawrence railroad companies have voted by a large majority to approve the contract made by the respective boards of directors in relation to the construction of the Suncook Valley Railroad.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States December 1, 1868, and January 1, 1869:

DEBT BEARING COIN INTEREST.		
	Dec. 1, 1868.	Jan. 1, 1869.
Five per cent. bonds.	\$221,588,400.00	\$221,589,300.00
Six per cent. bonds of 1881.	283,677,300.00	283,677,400.00
Six per cent. Five-twenty bonds.	1,602,570,400.00	1,602,568,650.00
Total	\$2,107,836,100.00	\$2,107,835,350.00

DEBT BEARING CURRENCY INTEREST.		
Six per cent. Pacific R. R. bonds.	\$44,337,000.00	\$50,097,000.00
Three per cent. certificates.	58,140,000.00	55,665,000.00
Navy pension 3 p. ct.	14,000,000.00	14,000,000.00
Total	\$116,477,000.00	\$119,962,000.00

MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868.	\$2,478,450.00	\$2,174,900.00

Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, Aug. 1, Sept. 1 and 15, and Oct. 1 and 15, 1868.....	4,224,920 00	3,878 290.00
Bonds (Texas indem- nity)	256,000 00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto).....	149,361.64	148,561.64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848....	435,500 00	349,950.00
Treasury notes, March 3, 1863.....	445,492.00	445,492.00
Temporary loan.....	243,160.00	197,310.00
Certificates of indebt- edness	13,000.00	13,000.00

Total	\$8,245,883.64	\$7,463,503.64
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DEBT BEARING NO INTEREST.		
United States notes.	\$356,021,073.00	\$356,021,073.00
Fractional currency.	33,875,268.17	34,215,715.64
Gold certificates of deposit	23,255,840.00	27,036,020.00

Total	\$413,152,181.17	\$417,272,808.64
Total debt	\$2,645,711,164.81	\$2,652,533,662.28

AMOUNT IN THE TREASURY.		
Coin	\$98,425,374.54	\$98,763,368.91
Currency	18,253,946.13	13,063,092.12

Total	\$106,679,320.67	\$111,826,461.03
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Debt less cash in the Treasury \$2,539,031,844.14 \$2,540,707,201.25

By comparing this with the statement of December 1, it is shown that the debt bearing coin interest has decreased \$750; the debt bearing currency interest has increased \$3,485,000; the matured debt not presented for payment has decreased \$782,380; and the debt bearing no interest has increased \$4,120,627 47—making the increase in the total debt since December 1, 1868, \$6,822,497 47. The amount of coin in the Treasury during the same period has increased \$10,337,994 37, and the amount of currency has decreased \$5,190,854 01—leaving the amount of debt less cash in the Treasury January 1, \$1,675,357 11 more than on December 1.

J. C. Calhoun, Esq., hitherto Auditor of the Atlantic and Gt. Western Railway, has been appointed Auditor of all the lines of the Erie Railway Co., and will hereafter have his headquarters at the offices of the latter company in this city.

A railroad has been projected to run from Quincy, via Carthage, to Galesburg, Ills.

The last rail was laid on the Albany and Susquehanna Railroad on the 30th of December, 1868. The directors passed over the road on the 31st, making the run from Albany to Binghamton in 5 hours and 57 minutes. The road will be formally opened for through business on the 12th of January, 1869.

The Boston, Hartford and Erie Railroad Company is contemplating the construction of a railroad from Woonsocket through Pascoag to Putnam. The distance is about twenty-five miles, six miles of which was graded some years ago by the Air Line road.

The Ogdensburg and Lake Champlain Railroad Company will anticipate the payment of a portion of the 1st mortgage bonds of the company which mature July 1, 1869.

Surveys and estimates for a bridge across the Ohio River at New Albany, Ind., have been made.

The Richmond and York River Railroad is nearly completed to its terminus at West Point, Va.

Richard Norris & Son, LOCOMOTIVE WORKS.

The undersigned offer for sale, or on lease for a term of years, to acceptable parties their Extensive Locomotive Works, Established in 1834, consisting of Landa, Buildings and Tools, centrally situated in the City of Philadelphia on a main line of railway connecting with all others. Personal application to be made at our office

RICHARD NORRIS & SON,
4th 17th st. and Spring Garden st.
PHILADELPHIA, Dec. 12, 1868.

To all connected with Railroads.

Superintendents, Conductors, Engineers, &c.

DO YOU WANT A TIME-KEEPER?
If so, ask your Watchmaker for a Borel & Courvoisier *Nickel Watch*. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.

QUINCE & KRUGLER, 8 & 10 JOHN ST., N.Y.
(up stairs,) only wholesale Agents for the Manufacturers.

TEN NEW DUMP CARS, For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8 1/2 inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS

of this Company, held this day, it was
Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
6m38 83 Pearl street.

CEDAR TANKS

For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & Co.,
Broad & Buttonwood Sts.,
(Opposite Baldwin Locomotive Works.)

PHILADELPHIA.
Work shipped to all parts of the United States.

THE UNION PACIFIC RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR First Mortgage Bonds AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are en route. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about \$29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received \$22,168,000 of this subsidy, of which \$1,280,000 was paid Dec. 6th, and \$640,000 Dec. 14th.

Government Aid—Security of the Bonds

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, and no more. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been \$2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—six per cent. per annum in gold, now equal to between eight and nine per cent. in currency. The principal is then payable in gold. If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Dec. 15, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,

58. OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft., 8½ in. gauge. Address

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INDIA RUBBER

CAR SPRINGS,

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TESTIMONIAL

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 18,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD.

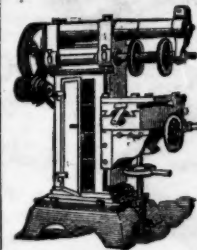
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Best French and German makes.

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Prepared expressly for all classes of
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The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

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UNITED STATES AND EUROPE.



At Half the Cost of Linseed,

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Circulars and Price Lists for Oils sold under the above
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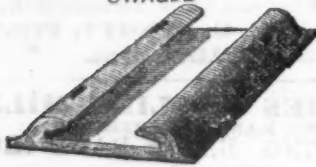
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Wrought Iron
RAIL JOINTS,
MADE BY
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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RAIL CHAIRS.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

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Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

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Agents for
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Specialty:
Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
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All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

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IRON AND STEEL WIRE ROPE,
MANUFACTURED BY
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FOR
INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
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A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

For strength, size and cost see circular, which will be sent on application.

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Through rates, New York to San Francisco:

First Cabin.	Second Cabin.	Steerage.
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\$275 \$225	\$150	\$75.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon.

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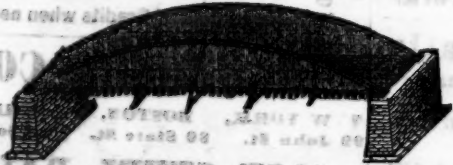
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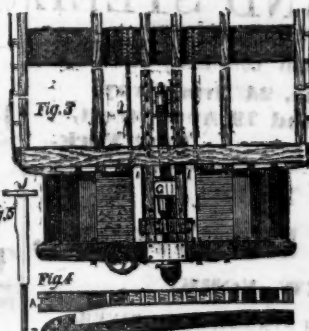
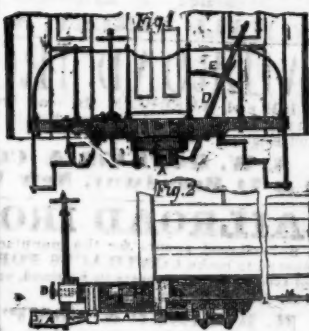
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FOR
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Send for Illustrated Pamphlet,
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SUPERIOR WROUGHT IRON RAILWAY CHAIRS,

With continuous lips, made to fit exactly the flanges of the rails.

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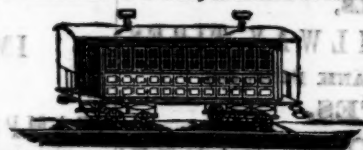
Manufacturer of
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SPIKES
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Also all kinds of Bridge, Boat and Plate Spikes,
Canal St., near Second and Laurel,
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MANUFACTURERS OF ALL KINDS OF
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PASSENGER CARS of the finest finish, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

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Issue CIRCULAR NOTES and LETTERS OF CREDIT for TRAVELLERS, available in all the PRINCIPAL CITIES OF THE WORLD.

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TELEGRAPHIC TRANSFERS of money made to EUROPE or CALIFORNIA, on favorable terms.

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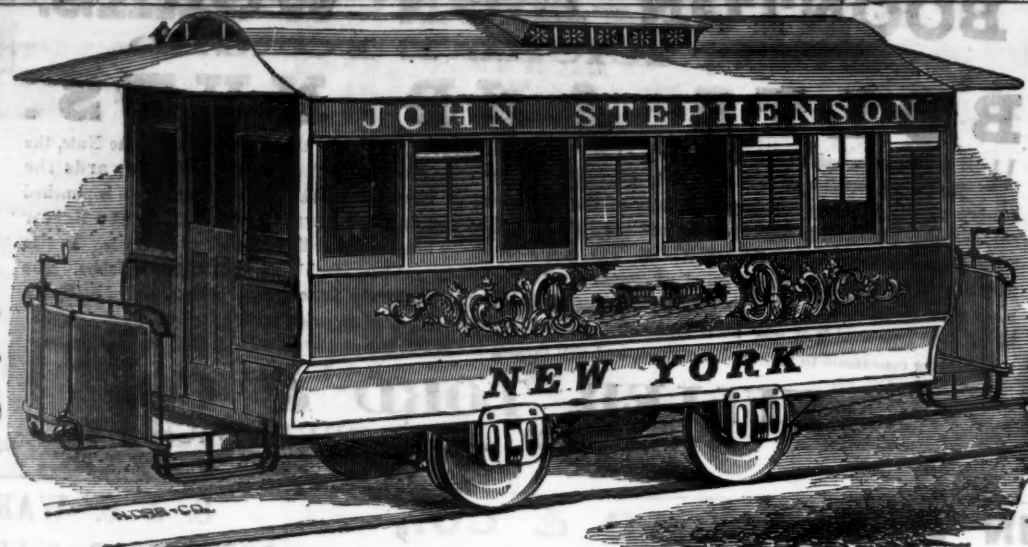
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this Medal being distinctly classified first in order of
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more than 400 Pianos entered by nearly all the cele-
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PARIS, July 20, 1867.
I certify that the First Gold Medal for American
Pianos has been unanimously awarded to Messrs.
Steinway by the Jury of the International Exposition.
First on the list in Class X.
MILNEST, President of International Jury.
GEORGE KASTNER, Members
AMERSON THOMAS, of the
ED. HANSLICK, International Jury.
P. A. GEVAERT,
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This unanimous decision of the International Class
Jury, endorsed by the Supreme Group Jury, and
affirmed by the Imperial Commission, being the final
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PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"
(Society of Fine Arts, of Paris, known throughout
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1883, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VOSSE, Track Master on the Shore Line Railroad, writes:

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer, and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SYDNEY, Track Master, Albany, January, 1887, writes as follows:

"This is to certify that the screw spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1886, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1887:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, in the end they will be very much cheaper. The screw therefore being more economical, and by its use in place of the spike, making the roads more secure, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion."

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division), says, January 9th, 1886:—

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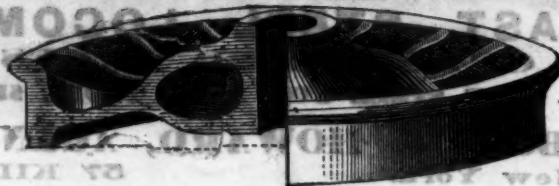
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